















# NORWAY AND SWEDEN.

# Money Table.

(Comp. p. xv.)

s.	d.	kr.	ø.	kr.	ø.	s.	d.
1	—	—	90	1	—	1	1 <sup>1</sup> / <sub>3</sub>
2	—	1	80	2	—	2	2 <sup>2</sup> / <sub>3</sub>
3	—	2	70	3	—	3	4
4	—	3	60	4	—	4	5 <sup>1</sup> / <sub>3</sub>
5	—	4	50	5	—	5	6 <sup>2</sup> / <sub>3</sub>
6	—	5	40	6	—	6	8
7	—	6	30	7	—	7	9 <sup>1</sup> / <sub>3</sub>
8	—	7	20	8	—	8	10 <sup>2</sup> / <sub>3</sub>
9	—	8	10	9	—	10	—
10	—	9	—	10	—	11	1 <sup>1</sup> / <sub>3</sub>
20	—	18	—	18	—	20	—

# Measures.

English Feet	Norweg. Feet	Swedish Feet	English Miles	Kilo-mètres	Norweg. Miles	Swedish Miles
0,97	0,94	1	1	1.609	0,1424	0,1505
1	0,97	1,02	2	3.218	0,28	0,30
1,029	1	1,05	3	4.827	0,43	0,45
2	1,84	2,05	4	6.436	0,57	0,60
3	2,91	3,08	5	8.045	0,71	0,75
4	3,88	4,10	6	9.654	0,85	0,90
5	4,85	5,13	6,64	10.683	0,94	1
6	5,82	6,16	7	11.263	1	1,05
7	6,80	7,18	8	12.872	1,14	1,20
8	7,77	8,21	9	14.481	1,28	1,35
9	8,74	9,24	10	16.090	1,42	1,50
10	9,71	10,26	14	22.526	2	2,10
50	48,50	51,30	20	32.180	2,85	3
100	97,14	102,65	21	33.789	3	3,15



# DET SYDLIGE NORGE.

1:2,000,000

Scale in Miles

Scale in Kilometers

Scale in Nautical Miles



# NORWAY AND SWEDEN.

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HANDBOOK FOR TRAVELLERS

BY

**K. BAEDEKER.**

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WITH 21 MAPS AND 11 PLANS.

**THIRD REVISED EDITION.**

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LEIPSIC: KARL BAEDEKER.

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1885.

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'Go, little book, God send thee good passage,  
And specially let this be thy prayere  
Unto them all that thee will read or hear,  
Where thou art wrong, after their help to call,  
Thee to correct in any part or all.'

CHAUCER.

## PREFACE.

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THE object of the Handbook for Norway and Sweden is to supply the traveller with information regarding the most interesting scenery and physical characteristics of these countries, and with a few notes on the history, languages, and customs of the inhabitants. Like the Editor's other handbooks it is based on his personal acquaintance with the country described, a great part of which he has himself explored, visiting the most important places repeatedly. His exertions to secure the accuracy and completeness of the work have been supplemented by the kind assistance of several gentlemen, Norwegian, Swedish, English, and German, to whom his grateful acknowledgements are due. If, however, any of the statements in the Handbook should be found erroneous or defective, he will gratefully receive any corrections or suggestions with which travellers may favour him.

The traveller will effect a considerable saving both of time and money by preparing an outline of his tour before leaving home, but the details cannot be finally adjusted until the latest local time-tables have been consulted. The most important of these are 'NORGES COMMUNICATIONER' for Norway and 'SVERIGES KOMMUNIKATIONER' for Sweden, both issued weekly in summer at Christiania and Stockholm respectively, but these publications, the latter in particular, are far from complete, containing no mention of many of the small steam-boats which ply on the remoter fjords, lakes, and rivers. An excellent itinerary for the southern districts of Norway is the 'LOMME-REISEROUTE' (usually published in June, price 1 kr. 50 ø.).

On the MAPS and PLANS of the most important districts and towns the utmost care has been bestowed, and it is hoped that they will be found to suffice for all ordinary travellers.

HEIGHTS are given approximately in English feet (1 Norw. ft. = 1.029 Engl. ft.; 1 Sw. ft. = 0.974 Engl. ft.). DISTANCES by land and on inland lakes are given in kilometres, as the tariffs for carriages and boats are now calculated on the metrical system (comp. pp. xxii, xxiii), while those by sea are stated in nautical miles (1 naut. M. = 4 Engl. M.). The POPULATIONS and other statistics are given from the most recent official sources.

First-class HOTELS, though much less numerous in Norway

and Sweden than in more densely peopled countries, are to be found in many of the larger towns, while in the smaller towns and country districts there are inns (Norw. *Gjæstgiverier*, Sw. *gästgivaregårdar*), posting-stations (Norw. *Skydstationer*, Sw. *skjutsstationer*), and farm-houses (Norw. *Bondegarde*, Sw. *bondegårdar*), the proprietors of which are bound to receive travellers and to provide them with horses whenever required. The accommodation at these country inns or stations is usually unpretending, but they are generally clean, and the charges are very moderate. In the Introduction and throughout the Handbook the ordinary items of expenditure are given approximately. The landlords are a much more independent class than the innkeepers of most other countries, being in many cases substantial farmers or shopkeepers, a very small proportion of whose livelihood is derived from innkeeping.

To the LANGUAGES of Norway and Sweden, the former in particular, an unusually ample space has been allotted (see removable cover at the end of the volume), partly on the ground that a slight knowledge of them is essential to the complete success of the traveller's tour, and partly because they are not included in any of the ordinary manuals of conversation.

Lovers of SPORT will still find considerable scope for their favourite pursuits both in Norway and Sweden, but seldom without deviating from the beaten track of tourists, and undergoing some privations. A number of the places where the best shooting and fishing are obtainable are mentioned in the Handbook.

From this, as well as from the Editor's other Handbooks, advertisements of every kind are strictly excluded.

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### Abbreviations.

N., S., E., W. = north, northern; south, southern; east, eastern; west, western.	R., B., D., S., A. = room, breakfast, dinner, supper, attendance.
M. = Norwegian mile in Norway (1 Norw. M. = 7 Engl. M.), and Swedish mile in Sweden (1 Sw. M. = $6\frac{3}{4}$ Engl. M., nearly), unless the contrary is stated.	R. also = Route. Kr., ø. = crowns and øre in Norway. Ö. = öre, the form used in Sweden. Ft. = English feet.

On all land-routes and inland lakes and rivers the distances are given in kilomètres (1 Kil. = 0,621 Engl. M.; comp. the Table before the title-page), while on sea-routes in both countries they are expressed by sea-miles (1 sea-mile = 4 Engl. M.). — On railway and steamboat-routes the distances are generally reckoned from the starting-point of the journey, while on high-roads the distances from station to station are given as more convenient.

Asterisks (\*) are used as marks of commendation.

# INTRODUCTION.

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## **I. Expenses. Money. Language. Passports. Post Office.**

The cost of travelling in Norway and Sweden is much more moderate than in most other parts of Europe, but as the distances are very great and much time is consumed in traversing them by road, steamboat, and rowing-boat, the sum total of the traveller's expenses will not usually amount to much less than would be spent on a tour in Switzerland or the Tyrol. After arriving in the country, the traveller should allow at least 1*l.* for each day of his tour, but less will suffice if a prolonged stay be made at one or more resting-places.

**Money.** By the monetary conventions of 1873 and 1875 the currency of the three Scandinavian kingdoms was assimilated. The crown (*krone*) is worth 1*s.* 1 $\frac{1}{3}$ *d.* and is divided into 100 parts called *øre* in Norway and *öre* in Sweden (see money-table before the title-page). English sovereigns, each worth 18 kr., usually realise their full value at all the principal centres of commerce, though the rate of exchange is often a few *øre* less than 18 kr. per pound, as in the remoter districts it is sometimes difficult to procure change for a gold piece of 10 or 20 kr. The traveller will find it more convenient to obtain an abundant supply of small notes and coins (*Smaa Penge*) at Gothenburg, Stockholm, Christiania, or Christianssand before starting on his tour.

**Language.** English is spoken on board almost all the Norwegian steamboats and at the principal resorts of travellers both in Norway and Sweden, but in the country districts the native tongue alone is understood. The Danish language, as pronounced in Norway, is on the whole the most useful, especially as most travellers devote far more time to Norway than to Sweden. (See grammars and vocabularies in the removable cover at the end of the volume.)

**Passports** are unnecessary, except for the purpose of procuring delivery of registered letters. — The **Custom House Examination** is invariably lenient. Comp. p. 306.

**Post Office.** The postage of a letter to Great Britain, weighing  $\frac{1}{2}$  oz., is 20 *øre*, and of a post-card 10 *ø.* The traveller should avoid giving his correspondents any *poste restante* address other than steamboat or railway stations, as the communication with places off the beaten track is slow and uncertain. *Telegraph Offices* are numerous in proportion to the population.

## II. Plan of Tour.

A careful plan should be prepared before the traveller leaves home, but the details must be left to be filled in as he proceeds on his way. The steamboat arrangements are constantly undergoing alteration, and the slowness and uncertainty of travelling by car-riole and rowing-boat often give rise to disappointment, while many of the traveller's movements must of course depend on the state of the weather.

The best season for travelling, both in Sweden and Norway, is from the beginning of June to the middle of September, but for the Jotunheim and other mountain regions July and August, as many of the loftier routes are apt to be obstructed by snow both earlier and later in the season. The gnats which swarm in some of the inland districts, especially in the Swedish Norrland, including Lapland, are a great source of annoyance and suffering, but the plague generally abates after the middle of August. For a voyage to the North Cape (R. 29), or to Håparánda and Avasaxa (RR. 31, 50), for the sake of seeing the midnight sun, the best season is from the middle of June to the end of July. It may also be noted that August is often a rainy month in the eastern districts of Norway, while the wet season sets in somewhat later on the W. coast.

An energetic traveller may see almost all the chief points of interest in Norway and Sweden in  $2\frac{1}{2}$ -3 months, but a thoroughly exhaustive tour cannot be accomplished in one season. The chief attractions in Norway are the fjords of the west coast, the Jotunheim Mountains, and the magnificent scenery of the Nordland within the Arctic Circle. The chief interest of Sweden consists in its towns and its canals. — The railway companies have lately begun to issue CIRCULAR TOUR TICKETS, available for 30-60 days, and these may sometimes be found serviceable by the tourist in Sweden. He should, however, avoid routes conducting him over the Kil and Falun railway (p. 360). The fine scenery on the W. coast of Norway is not included in any of the districts for which circular tickets are issued. — The routes given in the Handbook may be combined in many different ways, but a few of the favourite tours are subjoined as specimens.

## i. Two or three Weeks from Christianssand.

Days

From Christianssand by steamer to <i>Slavanger</i> and <i>Odde</i> on the Har- danger Fjord, and thence to <i>Bergen</i> (RR. 7-10) . . . . .	5-7
From Bergen by steamer to <i>Bolstadøren</i> , and by road, small steamer, and road again to <i>Gudvangen</i> on the Sognefjord (R. 11) . . . . .	2-3
From Gudvangen to <i>Lærdalsøren</i> , and Excursion to the <i>Jostedal- bræ</i> (R. 14) . . . . .	3-4
From Lærdalsøren over the <i>Fillefjeld</i> to <i>Christiania</i> (R. 13) . . . . .	4-6
	<hr/> 14-20

## ii. Three or Four Weeks from Christianssand.

From Christianssand by steamer to *Arendal*, and by road to *Tin-  
oset*; or (quicker) all the way by steamer to *Skien*, and thence

	Days
by lake steamer to <i>Notodden-Hitterdal</i> , and by road to <i>Tinnoset</i> (RR. 3, 4, 5) . . . . .	4-6
From <i>Tinnoset</i> to the <i>Rjukanfos</i> , and thence to <i>Mule</i> , either viâ <i>Tinoset</i> or viâ the <i>Totakvand</i> (RR. 3, 4). . . . .	3-4
From <i>Mule</i> to the <i>Haukeliset</i> and <i>Odde</i> (R. 4) . . . . .	3-4
From <i>Odde</i> to <i>Bergen</i> and thence either viâ <i>Boldstadøren</i> as in Tour i, or by steamer all the way, to <i>Lærdalsøren</i> (RR. 9, 10, 11, 14) . . . . .	5-6
Excursions from <i>Lærdalsøren</i> , and thence to <i>Christiania</i> as above (RR. 14, 12, 13) . . . . .	7-9
	<hr/> 22-29

## iii. Three or four Weeks from Christiania.

From <i>Christiania</i> to <i>Drammen</i> , <i>Kongsberg</i> , and the <i>Rjukanfos</i> (RR. 2, 3) . . . . .	2-3
From the <i>Rjukanfos</i> to <i>Odde</i> , <i>Bergen</i> , <i>Lærdalsøren</i> , and <i>Christiania</i> (as in Tour ii) . . . . .	18-24
	<hr/> 20-27

## iv. Three or four Weeks from Christiania.

By steamboat from <i>Christiania</i> to <i>Skien</i> , and thence by lake steamer to <i>Hitterdal</i> ; excursion thence to the <i>Rjukanfos</i> and back (RR. 4, 3) . . . . .	5-6
From <i>Hitterdal</i> by road to <i>Hvideseid</i> and by steamer to <i>Trisæt</i> and <i>Dalen</i> ; excursions from <i>Trisæt</i> and <i>Dalen</i> (RR. 3, 4) . . . . .	5-6
From <i>Dalen</i> or <i>Trisæt</i> to <i>Odde</i> ; steamboat to <i>Eide</i> ; road to <i>Vossevangen</i> and <i>Gudvangen</i> ; and thence to <i>Christiania</i> (as in Tours ii, iii) . . . . .	10-16
	<hr/> 20-28

## v. Three or four Weeks from Christiania.

From <i>Christiania</i> over the <i>Fillefjeld</i> to <i>Lærdalsøren</i> and <i>Gudvangen</i> (RR. 13, 12) . . . . .	5-7
From <i>Gudvangen</i> to <i>Eide</i> on the <i>Hardanger Fjord</i> ; thence to <i>Odde</i> , and from <i>Odde</i> to <i>Bergen</i> (RR. 11, 9) . . . . .	7-9
From <i>Bergen</i> by the <i>Overland Route</i> to <i>Molde</i> (R. 21) . . . . .	4-5
From <i>Molde</i> to the <i>Romsdal</i> , the <i>Gudbrandsdal</i> , <i>Lillehammer</i> , and <i>Christiania</i> (R. 15) . . . . .	6-8
	<hr/> 22-29

## vi. Four or five Weeks from Christiania.

As in Tour V. to <i>Molde</i> . . . . .	16-21
From <i>Molde</i> to the head of the <i>Romsdal</i> and back (R. 15) . . . . .	3-4
From <i>Molde</i> by steamboat direct, or partly overland, to <i>Throndhjem</i> (RR. 19, 24) . . . . .	1-3
From <i>Throndhjem</i> over the <i>Dovre fjeld</i> to <i>Lillehammer</i> , and thence to <i>Christiania</i> (R. 25) . . . . .	7-9
	<hr/> 27-37

## vii. Seven to eleven Weeks from Gothenburg.

From <i>Gothenburg</i> to <i>Trollhättan</i> , <i>Jönköping</i> , <i>Vadstena</i> , and <i>Stockholm</i> (RR. 36, 37, 38) . . . . .	5-7
<i>Stockholm</i> and Environs . . . . .	3-4
From <i>Stockholm</i> to <i>Upsala</i> , <i>Östersund</i> , and <i>Throndhjem</i> (RR. 45, 46, 49) . . . . .	3-4
From <i>Throndhjem</i> to the <i>North Cape</i> , and back to <i>Throndhjem</i> (RR. 28, 29) . . . . .	15-20
From <i>Throndhjem</i> over the <i>Dovre fjeld</i> to the <i>Romsdal</i> and <i>Molde</i> (R. 25) . . . . .	5-6
From <i>Molde</i> overland to the <i>Sognefjord</i> and <i>Bergen</i> (R. 21) . . . . .	4-6
From <i>Bergen</i> to <i>Odde</i> on the <i>Hardanger Fjord</i> , thence to <i>Eide</i> , <i>Gudvangen</i> , <i>Lærdalsøren</i> , and <i>Christiania</i> , as in Tours ii, iii. . . . .	14-21
	<hr/> 49-68

**WALKING TOURS.** All the above tours are easy, being accomplished almost entirely by steamboat, railway, and carriage, and the traveller will rarely suffer any privation worthy of mention. To mountaineers, pedestrians, and lovers of wild and grand scenery, who are prepared for occasional privations and fatigues, the following walks and excursions are recommended:—

From Christianssand through the *Sætersdal* to the *Suledalsvand* and *Odde*, RR. 6, 9.

Excursions to the *Buarbræ* and *Folgefond*, the *Skjæggedalsfos*, the *Væringsfos*, and the walk from *Ulrik* to *Eide*, R. 9.

From *Lærdalsøen* to *Jostedal*; back to the *Lysterfjord*, and then to *Skjolden*, *Fortun*, and *Oscarshoug*, RR. 14, 17.

From *Fortun* to *Aardal* and the *Vettisfos*, and thence to *Lakes Tyin*, *Bygdin*, and *Gjende*, RR. 14, 16.

From Lake *Gjende* to the *Galdhøpig*, the highest mountain in Norway, and to *Røjsjøen*, R. 17.

From *Røjsjøen* to *Opstryn*, and excursions at the head of the *Nordfjord*, RR. 18, 22.

From *Hellesylt* to the *Norangsford* and back, R. 20.

From *Hellesylt* to *Mæraak*, and thence to *Stavbrækkene* and back, RR. 21, 18.

From *Mæraak* across the mountain to *Yttredal* and *Sylte*, and thence to *Aak* in the *Romsdal*, R. 21.

From *Vebungsnes* or from *Molde* to the *Eikisdalsvand* and *Sundalsøen*, RR. 23, 25.

From *Bodø* to the *Sulitjelma*, R. 29.

From *Tromsø* to the *Lyngenfjord*, R. 29.

**SPORT** of all kinds has fallen off greatly in Norway and Sweden of late years. Excellent salmon-fishing is indeed still obtainable, but only at high rents, and the best rivers, such as the *Namsenelvo* above *Namsos*, are let on long leases, chiefly to wealthy Englishmen. Trout fishing, however, may still be had in abundance by those who are prepared for some hardships. Among the best waters ('Fiskevand') for trout and grayling are the *Thelemarken Lakes*, the *Messna* and *Laagen* which fall into Lake *Mjøsen*, the *Storsjø*, *Isternsjø*, and *Fæmundsjø*, the *Östra Dalelf* and other streams falling into Lake *Siljan* in Sweden, the *Lule Elf* and the lakes from which it descends in Lapland, and many other lakes and rivers mentioned in the Handbook. — It is difficult now to obtain good shooting in Norway and Sweden, but the mountains enclosing the *Hallingdal* are still said to afford good reindeer-shooting, which may also be had on the *Hardanger Vidder*, in the neighbourhood of the *Romsdal*, near *Røros*, and in Lapland. Wild-fowl abound in many parts of Norway, particularly in the trackless forests of *Østerdalen*, in the *Ostra* and *Vestra Dal* in *Dalarna*, in the vicinity of the *Storsjö* in *Jemtland*, and in Lapland, but the sportsman will find serious difficulties to contend with. In the first place a very large proportion of the mountain and forest districts, where the best sport is obtainable, belongs to government, and by a Norwegian law passed in 1877 200-500 crowns, according to circumstances, must be paid for a license to shoot there. Persons found shooting without a license are liable to a fine of 200-1000 crowns.

Although no license is required when permission is obtained to shoot over private property, the sport is generally very inferior. Another drawback to the sportsman's enjoyment is the difficulty of obtaining good or even tolerable quarters. The Swedish game-laws, however, are as yet much less stringent, no license being required for shooting on unenclosed land belonging to government.

The CLOSE SEASONS in Norway are as follows: — For heath-hen and black-hen (*Rei* and *Aarhene*), 15th March to 15th Aug.; capercaillie (*Tiuur*), blackcock (*Aarhane*), and hazel-hen (*Hjerpe*), 15th May to 15th Aug.; partridge (*Rapphøns*), 1st Jan. to 1st Sept.; eider-duck (*Edderfugl*), 15th April to 15th Aug. (no eider-fowl to be killed in Tromsø Stift or in the Fogderier of Fosen and Namdal till the end of 1885); ptarmigan (*Rype*), 15th May to 15th Aug.; reindeer (*Rensdyr*), 1st April to 1st Aug.; hare (*Hare*), 1st June to 15th Aug.; elk (*Elgsdyr*), beaver (*Bæver*), and deer (*Hjort*), 1st Nov. to 1st Aug. (but foreigners are prohibited from shooting them at any time). — Salmon (*Lax*) and sea-trout (*Særrret*) in rivers, estuaries, and lakes, 14th Sept. to 15th April; in brooks or on the sea-coast, 14th Sept. to 14th Feb.

The close seasons for game in Sweden are nearly the same, usually ending on 9th August.

### III. Conveyances.

TIME TABLES for Norway appear in '*Norges Communicationer*' (20 ø.) and for Sweden in '*Sveriges Kommunikationer*' (10 ö.), both published weekly in summer. Some of the more important steamboat arrangements, which are less liable to change, are given in this Handbook; but travellers should in every case consult the latest time tables, for even a slight alteration in the hours of the trains &c. may cause great inconvenience and disappointment.

**Steamboats** (Norw. *Dampskibe*, Sw. *ångbåtar*). Most of the steamboats, both in Norway and Sweden, are comfortably fitted up, and have good restaurants on board. The Danish steamboats (*Det Forenede Dampskibs-Selskab*) are said to be the best of those plying on the Baltic Sea, while the steamers of *Det Bergensk-Nordlundske Dampskibs-Selskab* are commonly reported to be the most comfortable for a journey to the North Cape (comp. p. 222). The smaller steamers plying on the Norwegian fjords are comfortable during the day, but their sleeping accommodation is rather inadequate (see p. 97). The steamers on the Swedish canals should be used only for short distances. The traveller should take every opportunity offered of making previous enquiry as to the comfort of the vessel in which he contemplates making a long tour. It is, perhaps, superfluous to state that he should always travel in the first cabin.

Travellers who are about to spend one or more nights on board a steamer should lose no time in securing a berth by personal application to the steward. In the smaller vessels the dining-saloon is used at night as a sleeping-cabin, but there is always a separate ladies'-cabin. A passenger travelling with his family pays full fare for himself, but is usually entitled to a reduction ('Moderation') of 25 per cent for each of the other members of the party. On most of the steamboats return-tickets, available for various periods, are issued at a fare and a half.

The food is generally good and abundant, but vegetables are

rare, and 'hermetiske Sager', salt relishes, and cheese always preponderate at breakfast and supper. The usual charge for a substantial breakfast or supper is 1-1½, for dinner 2-2½ crowns. Wine, beer (25 ø. per half-bottle), tea, and coffee are all extras. No spirits are procurable. At 7 or 8 a.m. most passengers take a cup of coffee and a biscuit or rusk ('Kavringer'). The account should be paid daily, to prevent mistakes. The steward expects a fee of ½-1 kr. for a voyage of 24 hours, but less in proportion for longer voyages.

**Railways** (Norw. *Jernbaner*, Sw. *jernvägar*). Most of the railways are similar in all respects to those of other European countries. Both in Norway and Sweden, however, there are several narrow-gauge lines (3¼ ft.), with two classes only, which correspond with the 2nd and 3rd on the other lines. The carriages on these narrow lines are often badly hung and unprovided with spring-buffers, so that the passenger sustains a severe jolting at starting and drawing up. From 50 to 70 lbs. of luggage are usually free. All luggage, except what the passenger takes into the carriage with him, must be booked. The average speed of the quick trains (Norw. *Hurtigtog*, Sw. *snälltåg*) is 22-24 Engl. M., that of the mixed trains (*blandede Tog*, *blandade tåg*) 15-20 Engl. M., and that of the goods trains (*Godstog*, *godståg*) 10-12 Engl. M. per hour. These last, which usually convey 2nd and 3rd class passengers only, are extremely tedious for long distances. All the trains have smoking carriages (*Røgekupé*, *rökkupé*) and ladies' compartments (*Kvindekupé*, *damkupé*).

The RAILWAY RESTAURANTS in Norway are often poor, but in Sweden they are good and inexpensive. Passengers help themselves, there being little or no attendance. For breakfast the usual charge is 1¼-1½, for dinner or supper 1½-1¾ crowns; for a cup of coffee or half-bottle of beer 25 ø. Spirituous liquors not obtainable. The express trains stop at fixed stations, the names of which are posted up in the carriages, to allow time (generally only 15 min.) for meals.

**Posting** (Norw. *Skyds*, Sw. *skjuts*; pronounced shöss or shyss in each case). Sweden is so well provided with railways and inland steamboat-routes that the traveller rarely has occasion to drive on the high-roads. In Norway, however, there are still immense tracts of country where the *Stolkjærre* (a light cart with seats for two persons, and generally without springs) and the *Kariol*† (a light gig for one person) afford the sole means of communication. The luggage is strapped or attached with a rope behind the trav-

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† A comfortable carriage or a 'Trille' (open four-wheeler) may be bought at Christiania, or hired for the whole journey, at moderate cost, but serious drawbacks to this mode of travelling are the loss of independence thereby occasioned, and the delays and expense of conveying the vehicle long distances by railway, steamer, and rowing-boat.

eller, and on the top of it the *Skydsgut* (or simply *Gut*) takes his seat, while the traveller usually drives himself. If he does so he will be responsible for any accident, but not if he allows the 'Gut' to drive from behind. The horses, or rather ponies, which are almost always weak and slow, are often cruelly overdriven by foreigners. The traveller should bear in mind that the average charge of 2-3*d.* per Engl. mile is very inadequate remuneration to the *Skydspligtige*, or peasants who are bound to supply the horses, and that on this account also it is unfair to overdrive them. As a rule 12-15 min., and sometimes more, should be allowed for each English mile. Most of the principal roads in Norway have been reconstructed of late years, and are now as good and level as is consistent with the hilly character of the country. Some of the still existing older roads are extraordinarily hilly, and of course very trying to the horses, but they are certainly more picturesque than the new. The roads are made by government, but maintained by the peasantry through whose land they pass, often entailing on them a heavy burden. At intervals of 10-25 kilomètres there are *Skydsstationer* (pron. stashooner), or farmhouses (*Gaarde*) whose proprietors are bound to supply travellers with horses whenever required, and most of whom also provide board and lodging.

Those stations where the proprietor is bound to have several horses always in readiness, and is liable to a fine if he keeps the traveller waiting for more than  $\frac{1}{4}$ - $\frac{1}{2}$  hour, are called *Fast Stationer* (i. e. 'fixed stations', where a 'fixed' number of horses is always in readiness), or usually by English travellers 'fast stations'. Another class of stations, now rare, except in little frequented districts, is the *Tilsigelse-Stationer* (or *Skifter*), the owners of which are bound to procure horses from the neighbouring farmers. For the 'Tilsigelse' (from *tilsige*, 'to tell to', 'send to'), or trouble of sending for horses, the stationmaster (*Skydsskaffer*) is entitled to 14 *ø.* for each. At these stations, which are justly called 'slow' by English travellers by way of antithesis to the 'fast', the charges are very low, but the traveller may often be kept waiting for several hours. These annoying delays are obviated by sending *Forbud* a 'previous message') to stations of this class, and the same remark applies to 'slow' boat-stations. The 'Forbud' must be sent at least three hours before the time at which horses are required, or better on the previous day. If there is regular postal communication on the road, the message may be sent by letter or post-card; or it may be sent by any one preceding the traveller on the same route. Otherwise it is sent by post-card, which the post-office transmits to the nearest post-town or poststation, after which it is forwarded from station to station at a fixed charge for the *løs Hest* which the messenger rides)<sup>†</sup>.

<sup>†</sup> The *Forbudseddell*, or message, may be expressed as follows: —  
*Paa Skydsskiftet* (. . . name the station) *bestilles en Hest (to Heste, etc.)*

Among other regulations, it may be mentioned that each passenger drawn by one horse is allowed 64lbs. of luggage. If two persons travel together in a *Stolkjærre*, for which they pay a fare and a half, they are allowed 24lbs. of luggage only. Lastly it should be noted that in hilly districts the 'Skydsskaffer' is frequently authorised to charge for more than the actual distance. Every station-master is bound to keep a *Dagbog* (*Skydsbog*) or day-book, in which the traveller enters his orders and records his complaints if he has any to make. On the first page of the 'Dagbog' is always entered the distance to the nearest station in each direction, whether by road or by small boat, so that the traveller will have little difficulty in calculating the fare. Strictly speaking the fare may be exacted before the hirer starts, but it is usually paid at the end of the stage, when the 'Gut', or girl (*Jente*) who takes his place, receives a gratuity of 15-20 ø. per station. The 'Gaardskarl', or man who helps to harness the horse, does not expect a gratuity. The following table shows the fares exigible at the different kinds of posting-stations:—

Land-Skyds.

Kilomètres.	Slow stations in the country.				Fast stations in the towns and in the country (new tariff).			
	For 1 Person			2 Pers.	For 1 Person			2 Pers.
	Horse alone.	Horse with Stolkjærre.	Horse with Carriole.	Horse with Stolkjærre.	Horse alone.	Horse with Stolkjærre.	Horse with Carriole.	Horse with Stolkjærre.
	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.	Kr.
1	0,08	0,10	0,10	0,14	0,15	0,17	0,17	0,25
2	0,16	0,19	0,20	0,28	0,30	0,33	0,34	0,40
3	0,24	0,29	0,30	0,42	0,45	0,50	0,51	0,74
4	0,32	0,38	0,40	0,56	0,60	0,66	0,68	0,98
5	0,40	0,48	0,50	0,70	0,75	0,83	0,85	1,23
6	0,48	0,57	0,60	0,84	0,90	0,99	1,02	1,47
7	0,56	0,67	0,70	0,98	1,05	1,16	1,19	1,72
8	0,64	0,76	0,80	1,12	1,20	1,32	1,36	1,96
9	0,72	0,86	0,90	1,26	1,35	1,49	1,53	2,21
10	0,80	0,95	1,00	1,40	1,50	1,65	1,70	2,45

The old tariff, still in force in some of the remoter districts, is lower than the above.

For the transmission of passengers and their luggage by boat (*Baadskyds* or *Vandskyds*) the regulations are similar. The following table shows the usual fares:—

*med Karjol (Karjoler) eller Stolkjærre (Stolkjærrer) Mandagen den 20. Juli, Formiddagen (Eftermiddagen) Klokken et (to, tre, etc.). Paa same Tid varm Frokost for en Person (to, tre Personer).*

Date & Place.

Signature.

The station-master may dismiss the horses if the traveller is more than 2½ hours late, and after the first hour of waiting he may exact *Ventepenge* or 'waiting-money'.

## Baad-Skyds.

Kilomètres.	Slow stations in the country.			Fast stations in the towns and in the country (new tariff; old tariff lower).		
	2 men with 4 oars.	3 men with 6 oars.	4 men with 8 oars.	2 men with 4 oars.	3 men with 6 oars.	4 men with 8 oars.
1	0,15	0,22	0,29	0,21	0,31	0,41
2	0,29	0,44	0,58	0,41	0,62	0,82
3	0,44	0,66	0,87	0,62	0,93	1,23
4	0,58	0,88	1,16	0,82	1,24	1,64
5	0,73	1,10	1,45	1,03	1,55	2,05
6	0,87	1,32	1,74	1,23	1,86	2,46
7	1,04	1,54	2,03	1,44	2,17	2,87
8	1,18	1,76	2,32	1,64	2,48	3,28
9	1,33	1,98	2,61	1,86	2,79	3,69
10	1,45	2,20	2,90	2,05	3,10	4,10

Travellers accompanied by a guide may always employ him as a rower, and thus dispense with one of the boat's usual crew. Each rower generally wields (or 'sculls' with) two oars. A boat manned with two rowers is therefore called a *Firring*, or four-oared boat, one manned with three rowers a *Sexring*, and with four rowers an *Ottering*. The number of persons accommodated depends on the size of the boat. For a large party, or where speed is desired, three or four rowers had better be taken. Farther information, if desired, will be found in the *Lommereiseroute* ('pocket travelling itinerary'), published every summer by Abelsted of Christiania (price 1 kr. 30 ø.). The exact fare, however, may always be ascertained by enquiry on the spot, and attempts at extortion are happily rare.

**Pedestrian Tours.** Neither Norway nor Sweden is suitable for long walking excursions, as the distances are too great, and the points of interest lie too far apart. Many of the expeditions recommended above to the notice of pedestrians and mountaineers may be accomplished on horseback, but there is no lack of glacier-excursions and mountain-ascents which can be undertaken on foot only. In mountainous regions, as well as on high roads, the natives usually reckon the distances by Norwegian miles. On an ordinary road a mile may easily be walked in two hours, but on rough ground three hours at least should be allowed for each mile.

## IV. Luggage. Equipment. Tourist Club.

**Luggage.** Travellers who intend to perform the whole of their tour in Norway and Sweden by railway and steamboat need not restrict the quantity of their luggage, but those who purpose travelling by carriage should, if possible, limit themselves to 30-40 lbs., and this had better be divided between a small and strong

wooden box and a carpet-bag, to which may be added a wallet or game-pouch to be used on occasional walking excursions. If long expeditions on horseback are contemplated, 32 lbs. must be the limit, that being the quantity (2 'Lispund') which a rider may carry with him; if that limit be exceeded, a sumpter-horse (*Packhest*, with a *Kløvsadel*) which will carry 192 lbs. (12 'Lispund') must be hired. A soft or compressible portmanteau is not recommended, as the 'Skydsgut', who is sometimes a ponderous adult, always sits on the luggage strapped on behind. A supply of stout cord and straps will be found useful, and a strong umbrella is indispensable.

**Equipment.** The traveller is recommended to avoid the common error of overburdening himself with 'articles de voyage', eatables, or anything not absolutely necessary. On all the ordinary routes, and even in some of the remoter places, tolerable food can almost always be obtained. Tea and essence of coffee will sometimes be found useful in the remoter districts. Spirits are not to be had at the inns, but good Cognac may be purchased at any of the large towns for 4-5 kr. per bottle. A superabundance of clothing should also be eschewed. Two strong, but light Tweed suits, a moderate supply of underclothing, a pair of light shoes for steamboat and carriage use, and a pair of extra-strong Alpine boots for mountaineering ought to suffice. Lastly a couple of square yards of stout waterproof material, to be used as a wrapper for coats and rugs, or for covering the knees in wet weather, will complete the traveller's equipment. The aprons (*Skvætlæder*) of the carriages, it may here be observed, are often dilapidated, so that a waterproof coat and rug are very desirable. Visitors to Lapland and the Swedish Norrland should also be provided with veils to keep off the gnats. Ladies travelling in Norway should also dress as simply, strongly, and comfortably as possible, eschewing all superfluous ornament. Those who aspire to the rougher mountain tours should be provided with stout gaiters or leggings.

**Tourist Club.** The *Norske Turistforening* ('tourist union') extends its useful sphere of operations throughout almost every part of Norway. These consist in building refuge-huts, improving mountain paths, establishing tariffs for guides and boats, and otherwise watching over the interests of travellers. The subscription is only 4 kr. per annum, for which a copy of the 'Aarbog' will be sent to the traveller through the medium of any Norwegian address he names. The members are always received with marked courtesy in the mountainous regions, and enjoy a preference in the case of a competition for accommodation at the club huts. Travellers may enrol themselves at Christiania (*W. Schmidt's*, p. 2), Bergen, Thondhjem, Fagernæs (p. 91), etc. The club-button (*Klupknapp*), which members wear as a distinctive badge, costs 80 ø. more.

GUMBS usually receive 4 kr. per day, and on the expiry of their engagement have to return home at their own cost.

## V. Hotels and Inns.

Except in the capitals and a few of the larger towns, hotels of the first class are rare in Sweden and still rarer in Norway, but second class hotels and unpretending country inns are abundant in proportion to the population, affording, as a rule, cheap and very tolerable accommodation. The hotels at Christiania, Christiansand, Bergen, and Thronthjem are all as expensive as similar houses in Germany or Switzerland. In Stockholm, on the other hand, the charges at the three principal hotels are reasonable, and in several of the other Swedish towns (Karlstad, Linköping, Norrköping, Malmö, etc.) there are excellent hotels with very moderate charges. At the stations or wayside inns in Norway the usual charge for a bed is 80 ø. to 1 kr., for breakfast 1, supper 1, and dinner 1½-2 kr., while the servant (generally a *Pige* or *Jente*) is amply satisfied with a fee of 30-40 ø. from each person (Norw. *Drikkepenge*, Sw. *drickspengar*). The country inns (*gästgifvaregårdar*) in Sweden are usually cleaner than those in Norway, but in the less frequented districts they afford very poor accommodation. In remote places the traveller is sometimes asked to share a room and even a bed with another. In Norway travellers are generally conveyed to or from the railway station or steamboat-quay by the hotel-omnibus free of charge.

*Tables d'hôte* are almost unknown in Sweden, and are rare in Norway, except in the principal towns. On board of all the steamboats, however, they are the rule. All the Swedish and Norwegian hotels have a restaurant attached to them, where most of the natives dine and sup *à la carte*. The *Smörgåsbord* or *Brännvinsbord*, where relishes of various kinds, bread-and-butter, and brandy and liqueurs are served by way of a stimulant to the appetite, is an institution peculiar to Sweden. The following dishes are among the commonest in the *Matseddel* or *Spiseseddel* (bill of fare) at the restaurants: —

NORWEGIAN.	ENGLISH.	SWEDISH.	NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Suppe</i>	Soup	<i>Soppa</i> .	<i>Aal</i>	Eel	<i>Ål</i>
<i>Kjødsuppe</i>	Broth	<i>Buljong</i>	<i>Gjedde</i>	Pike	<i>Gädda</i>
<i>Kjød</i>	Meat	<i>Kött</i>	<i>Ørreter</i>	Trout	<i>Foreller</i>
<i>kogt</i>	boiled	<i>kokt</i>	<i>Torsk</i>	Cod	<i>Torsk</i>
<i>stegt</i>	roasted	<i>stekt</i>	<i>Sild</i>	Herring	<i>Sill</i>
<i>Oxekjød</i>	Beef	<i>Oxkött</i>	<i>Grønsager</i>	Vegetables	<i>Grönsaker</i>
<i>Kalvesteg</i>	Roast veal	<i>Kälfstek</i>	<i>Bønner</i>	Beans	<i>Böner</i>
<i>Koteletter</i>	Cutlets	<i>Koteletter</i>	<i>Ærter</i>	Peas	<i>Ärtor</i>
<i>Faarsteg</i>	Roast mut- ton	<i>Fårstek</i>	{ <i>Potetes</i> <i>Kartofler</i>	Potatoes	<i>Potates</i>
<i>Flesk</i>	Pork	<i>Svinkött</i>	<i>Æg</i>	Eggs	<i>Ägg</i>
<i>Raadyrsteg</i>	Roast veni- son	<i>Rådjurstek</i>	<i>Pandekager</i>	Pancakes	<i>Pankakor</i>
<i>Rendyrsteg</i>	Roast rein- deer	<i>Renstek</i>	<i>Øst</i>	Cheese	<i>Öst</i>
<i>Fjærkræ</i>	Poultry	<i>Fjäderfä</i>	<i>Smør</i>	Butter	<i>Smör</i>
<i>And</i>	Duck	<i>And</i>	<i>Kager</i>	Cakes	<i>Kakor</i>
<i>Gaas</i>	Goose	<i>Gås</i>	<i>Rødvin</i>	Red wine	<i>Röttvin</i>
<i>Fisk</i>	Fish	<i>Fisk</i>	<i>Hvidvin</i>	White wine	<i>Hvidtvin</i>
			<i>Øl</i> (short)		<i>Öl, hier.</i>

Beer is the beverage usually drunk (*halv Flask* or *halfva butelj*, 20-25*ö.*), but good Bordeaux and other wines are procurable at the better inns and on board all the steamers. Porter has also come into vogue of late years, particularly at Gothenburg and Stockholm. Spirit-drinking, which used to prevail to an enormous extent, has been greatly diminished by recent —

**LIQUOR LAWS.** In *Norway*, where the liquor-traffic was formerly almost entirely free, the consumption of raw spirits amounted in 1833 to 28 quarts per head of the entire population. Owing to the raising of the duty and to the efforts of temperance societies the quantity was reduced in 1843 to 17½ pints per head, and in 1871-73 to about 9 pints per head per annum. In 1874 and 1875 the average consumption rose to nearly 12 pints for each person per annum, but the recent introduction of a 'permissive bill' has again caused a great reduction and is said to have been attended with the most beneficial results. By the laws of 9th June, 1866, 3rd May, 1871, and 22nd May, 1875, the authorities of each district may, by a majority, refuse to grant any license for the retail sale of spirits within their district, or they may grant a monopoly of the spirit-trade to a company which is bound to pay the whole of its profits to the municipality, after deduction of expenses and 5 per cent interest. The former option has been exercised in many country-districts, with the result that drunkenness is now almost unknown and that poverty, crime, and disease are greatly diminished. The other alternative has been adopted in many of the larger towns, such as Bergen and Christianssand, with the result that drunkenness and crime are much less frequent than formerly, and that a considerable revenue is yielded to the municipality for the support of the improvident classes. The sale of spirits is entirely prohibited on Sundays and saints' days, and also on Saturdays and the eves of festivals after 5 p.m. — The laws restricting the sale of wine and beer are similar, but of a much less stringent character.

In *Sweden* the leading statute regulating the retail spirit-trade was passed on 24th August, 1877, partly in consequence of the success which for several years previously had attended the 'Gothenburg licensing system'. Its provisions are similar to those of the Norwegian statutes, and by § 3 it is farther provided that food shall always be sold at spirit-shops. By §§ 10, 14 it is enacted that the authorities of a district may either sell one or more licenses, in accordance with the requirements of the place, by auction to the highest bidder, or to a company which shall pay the whole of its surplus profits to the municipality, or they may by a majority refuse to grant any license for the retail sale of spirits. Again, by § 17, no license will be granted to any one in a town, except on his undertaking to pay duty on at least 1200 *Kannor* at the rate of 25 *ö.* per *Kanna* (2⅓ quarts) of spirits sold for consumption elsewhere, or at the rate of 40 *ö.* per *kanna* of spirits consumed on the premises. The minimum quantity on which duty must be paid in the country is 600 *Kannor*. A license in a town, if granted at all, therefore costs 300-480 kr., and in the country one-half of that sum. By § 28 spirit-shops are closed in the country, and in towns they may be closed by order of the authorities, on Sundays and festivals. — In October, 1877, the municipality of Stockholm, under § 10 of the statute, granted the sole license to retail spirits to a company similar to that at Gothenburg, and the police statistics show that drunkenness and crime have already decreased.

Travellers requiring to leave a country inn early in the morning should make all their arrangements and give their orders on the previous night, as the people are generally very slow in their movements. When lodging is obtained at the house of a 'Lensmand' or a pastor, the traveller may either ask for the bill, or pay at least as much as would have been charged at an inn. In some cases,

however, all remuneration is refused. — *Cafés* are almost unknown in Norway, but are to be found in all the larger Swedish towns. One of their specialties is the famous Swedish punch, a mixture of rum or arrak with lemon-juice and sugar, which is drunk as a liqueur and undiluted. With ice in summer it is a palatable, but not very wholesome beverage.

### VI. National Character.

The *Swedes* are generally pleasant and courteous in their manners, and very hospitable and obliging to strangers, but by ordinary tourists, who traverse the country by railway and steamboat, they are seldom seen to advantage.

With the *Norwegians*, on the other hand, whose country, in pleasant, old-world fashion, must be explored chiefly by driving, riding, or walking, the traveller will have ample opportunity of becoming better acquainted. Principal Forbes, the learned author of a standard work on Norway, calls the natives 'a free, intelligent, and fine-hearted people', and the definition is still correct, particularly with regard to those who are removed from the influences of modern 'civilisation'. Sincerity, honesty, and freedom from conventional cant are the chief national virtues. The outward forms of politeness are very little observed. On arriving at an inn or a station the traveller is seldom welcomed by the host or hostess, and on his departure he is treated with the same apparent neglect. The omission of such attentions arises partly from the independent position of many of the station-masters, with whom innkeeping is quite a subsidiary branch of business, and partly from the national unobtrusiveness and simplicity of character. Of true politeness and genuine kindness there is seldom any lack. The democratic character of the people manifests itself in the freedom with which the peasant, the guide, and the *Skydsgut* seat themselves at the same table with the traveller. If the latter, however, invites his guide or *Skydsgut* to share his meals, he must pay for them at the same rate as for himself. The invitation (which is by no means obligatory) is accepted with a certain amount of dignity, and not unusually responded to by the attendant's ordering an extra bottle of wine or beer. On receiving a gratuity, the recipient usually shakes hands with the donor in token of his gratitude. Persons who object to such demonstrations had better abstain from visiting Norway.

The *Norwegians* are uniformly well educated and intelligent, often unaffectedly pious and devout, and generally a God-fearing, law-abiding people. Occasionally, however, their piety degenerates into superstition and mysticism, as in the case of the 'Haugianer'.

From what has already been said the traveller will rightly conclude that extortion, dishonesty, and incivility are rarely met with in Norway. In some cases, in parts of Thelemarken for example, somewhat high charges are asked on the ground that they

are not higher than would be paid at Christiania, but they are rarely insisted on if the traveller remonstrates. Lastly it may be observed that in many cases in which travellers have had cause to complain of incivility or overcharging, the offence has been occasioned by the unreasonableness of their requirements and still oftener by their own want of politeness and consideration.

### VII. Maps.

In maps of an extensive, but sparsely peopled country like the Scandinavian peninsula there is abundant space for names, and as there is no lack of these (see below, 'Nomenclature') the traveller will often be misled by their apparent importance. In mountainous and remote districts particularly, each farm-house and even many insignificant 'sæters' or chalets are named in almost as bold type as Christiania itself. In the maps in the Handbook the names of unimportant 'gaards' have been omitted, but those of churches carefully marked. Where several different names are applied to the same place that most commonly used is given.

In NORWAY a series of *Ordnance Maps*, the publication of which began in 1826, on the scale of 1:200,000, includes as yet only the southern half of Norway and the Tromsø-Amt. These maps are executed entirely in black, and are often indistinct, as most of the plates have suffered from frequent use. A series of 200 new ordnance maps on a scale of 1:100,000, called the '*Topografisk Kart over Kongeriget Norge*' (water coloured blue, mountains shaded in chalk), and a '*Generalkart over det sydlige Norge*', on a scale of 1:400,000 (in three colours; to be completed in 18 sheets) are now in progress, but in each case only a few sheets have as yet been issued. The maps of these two series exhibit a good many striking discrepancies. For travelling purposes the most satisfactory map that has as yet been issued is the *Reisekart over det Sydlige & Nordlige Norge*, on a scale of 1:800,000, prepared from official sources by *Lieutenant Nissen* (published by Cammermeyer of Christiania; six plates, 1½ kr. each). In this map the 'skyds-stations', the distances between them, and other points useful to tourists are carefully noted. Lastly we may mention '*Haffner & Dahl's Kart over Finmarkens Amt*' (1:400,000; two plates).

Of SWEDEN, on the other hand, there exists a most satisfactory, though still uncompleted, ordnance map, called the '*Generalstabens Karta öfver Sverige*' (water coloured blue), on a scale of 1:100,000. The southern provinces, extending as far as Gefle and Letaforss, will occupy 102 plates, about half of which are published. — Another excellent map is the '*Generalkarta öfver Sverige*' (1:100,000), in three plates, of which the two southernmost have been issued. — We may also mention the '*Länskartor*' (1:200,000) and the '*Atlas öfver Sveriges Län och Städer*' by Dr. M. Roth.

## VIII. Topographical Nomenclature.

In Norway and Sweden, the former in particular, the spelling and pronunciation of the names of places is very variable. In Sweden the modified *a* and *o* are written *ä* and *ö*, but in Norway usually *æ* and *ø*, while *ä* and *ö* also sometimes occur, the latter being used by some writers to indicate the short sound of the letter. Again in Norway *aa*, *au*, *ou*, and *o* are frequently interchanged, as in *Laag*, *Laug*, *Loug*, or *Log*, 'river', and *Haug* or *Houg*, 'hill'. The vowels *ø*, *u*, *ei*, *øi*, and *e* (sometimes also *u*) are also frequently interchanged, while their pronunciation is nearly identical, so that the same word will sometimes assume such various written forms as *Synjereim*, *Sønnerheim*, or *Sønnerum*, *Bredheim* or *Breum*, *Mæraak* or *Merok*, *Eidsfjord* or *Øifjord*. The letter *d* in combination with other words or at the end of a word is usually silent, and is consequently often omitted in writing (*Meheia* for *Medheia*, *Haukeli* for *Haukelid*, etc.). Lastly it may be observed that in many words *g* and *k*, when hard, are used indifferently, as *Agershus* or *Akershus*, *Egersund* or *Ekersund*, *Vig* or *Vik*. The article *en* or *et* (see the grammar in the appendix) is often added in common speech to names which appear in the map without it (*Krogleven*, *Kroglev*, etc.). In the Danish or Norwegian language the letter *w* does not occur, but in Swedish *v* and *w* are constantly interchanged, the latter having of late come more into vogue.

In both countries the traveller will often be struck by the simplicity and primitiveness of the nomenclature, names signifying merely 'the creek', 'the promontory', 'the lake', 'the end of the lake', 'the river', 'the river valley', 'the valley river' recurring very frequently. Farm-houses again usually take their names from their proprietors, and the converse is also often the case. The following is a list of several Norwegian words of frequent recurrence (*æ* and *ø* being placed last in the alphabet): —

<i>Aak</i> , <i>Ok</i> , probably con-	<i>Fjord</i> , bay, arm of the sea.	<i>Mork</i> , <i>Mørk</i> , forest; also
tracted from <i>Aaker</i> or <i>Fos</i> ,	waterfall.	a 'mountain-tract'.
<i>Ager</i> , field, cultivated	<i>Gaard</i> , farm-house (Engl.	<i>Nut</i> , mountain-top, peak.
land.	'yard').	<i>Næs</i> , nose, promontory.
<i>Aar</i> , from <i>Aa</i> , river.	<i>Gald</i> , rocky slope.	<i>Odde</i> , tongue of land,
<i>Aas</i> , ridge.	<i>Grænd</i> , group of chalets.	promontory.
<i>Aur</i> , see <i>Øre</i> .	<i>Haug</i> , <i>Houg</i> , hill.	<i>Os</i> , mouth, estuary.
<i>Bræ</i> , glacier.	<i>Hei</i> , <i>Heia</i> , barren height.	<i>Plads</i> , hamlet, clearing.
<i>Bu</i> , <i>Bø</i> , 'Gaard', hamlet	<i>Helle</i> , slab of stone, rock,	<i>Præstegaard</i> , parsonage.
<i>By</i> , town, village.	cliff.	<i>Røgja</i> , <i>Røia</i> , <i>Reie</i> , parish.
<i>Bygd</i> , parish, district,	<i>Hyl</i> , <i>Høl</i> , hollow, basin.	<i>Sæter</i> , 'chalet', mountain-
hamlet.	<i>Kirke</i> , church.	farm, cowherds' hut.
<i>Dal</i> , valley.	<i>Klev</i> , cliff.	<i>Stul</i> , <i>Støl</i> , see 'Sæter'.
<i>Egg</i> , corner, edge, ridge.	<i>Kvam</i> , <i>Qvam</i> , ravine.	<i>Stue</i> , wooden house,
<i>Eide</i> , isthmus, neck of	<i>Laag</i> , <i>Log</i> , <i>Laug</i> , <i>Loug</i> ,	sæter, hut.
land.	river.	<i>Sund</i> , strait, ferry.
<i>Elv</i> , river.	<i>Lykke</i> , hamlet, garden.	<i>Thveit</i> (Eng. 'thwaite'),
<i>Fjære</i> , beach.	<i>Mark</i> , field.	clearing.
<i>Fjeld</i> , mountain.	<i>Mo</i> , <i>Mog</i> , plain, dale.	<i>Tind</i> , peak.

*Tjærn*, *Tjern*, or *Kjærn*, *Ur*, rubble, loose stones. *Yel*, sandy slope.  
 small mountain-lake, *Vaag*, bay, harbour. *Ø*, island.  
 'tarn'. *Vand*, *Vatn*, water, lake. *Øe*, *Øy*, peninsula, tongue  
*Toft*, site of a house, plot *Vang*, meadow, pasture. of land.  
 of ground (the English *Vas*, contracted genit. of *Øre*, *Øyr*. alluvial or  
 and Scotch provincial 'Vand'. gravelly soil, tongue  
 word 'toft'. *Vig*, *Vik*, creek. of land.

Many places have two or more different names, one usually applying to the church, another to the principal 'gaard', a third to the posting-station, and so on, the number of names being sometimes in an inverse ratio to the importance of the place.

## IX. On the Physical Geography of Scandinavia.

### Situation. Geological Formation. Coast Line.

*Scandinavia*, the largest peninsula in Europe, embracing the kingdom of Norway on the W. and N. sides, Sweden on the E. and S., and part of Russia to the N.E., is about 296,500 Engl. sq. M. in area. It extends from S.S.W. to N.N.E. between 55° 20' and 71° 10' N. latitude, being upwards of 1100 Engl. M. in length. Between the Gulf of Bothnia and the N.W. coast its breadth is about 260 Engl. M., and towards the S. its breadth gradually increases, though at the point where the Thronhjelm Fjord forms a deep indentation it narrows to 160 M. Farther to the S., in latitude 60° (that of Christiania and Upsala), the width increases to 435 M., beyond which Norway terminates in a rounded peninsula ending in Cape Lindesnæs (58° 59'), while the S. part of Sweden forms another peninsula to the S.E. of the Christiania Fjord, gradually narrowing, and terminating in the promontory of Falsterbo (55° 20') near Copenhagen. The entire coast-line of the peninsula, disregarding its innumerable indentations, measures 2060 M. in length, the part between Cape Lindesnæs and *Vadsø* alone measuring 1250 M.

The peninsula contains no distinct mountain-ranges like those occurring in most other countries, but mainly consists in its W. part of a vast elevated plateau, descending abruptly to the western fjords and sloping gradually down to the plains of Sweden and the Gulf of Bothnia on the E. side. Roughly speaking, a line drawn parallel with the W. coast, about 50-60 Engl. M. inland, marks the boundary of the mountain plateau, the W. margin of which is deeply indented with innumerable bays and creeks, and fringed with a belt of countless rocky islands. The latter are known as *Skjær* (Sw. *skär*), and the island-belt as the *Skjærgaard* (*skärgård*), To different parts of the mountain-plateau are applied the names of *Fjeld* ('fell'), *Heidar* ('heights'), and *Vidder* ('widths', barren

expanses), and in the N. part of the peninsula *Kjøler* ('mountain-ranges'), and from it rise at intervals rounded and occasionally pointed peaks of considerable height.

The **Mountains** are composed almost entirely of primary rocks, presenting nearly the same form as when originally solidified, and rarely overlaid with more recent formations, so that for the geologist they possess the charm of the most hoar antiquity. These primary rocks consist of granite, gneiss, mica, hornblende slate, quartzite, clay slate, limestone, and dolomite, disposed in the form of strata, corresponding with which are occasional well-defined layers of more recent slate-formations and particularly of limestone. At places, notably in the *Romsdal*, or Valley of the Rauma, the gneiss, the oldest of these rocks, towers in most imposing pinnacles, 5000-6000 ft. in height, unencumbered by any later formations. That valley extends from the Moldefjord to the S.E., intersecting the pure gneiss rock, which rises on each side in almost perpendicular cliffs, 2000-3000 ft. in height, and is afterwards prolonged by the Gudbrandsdal descending to Lake Mjøsen. In grandeur of rock-scenery, and in the purity of its formation, this magnificent valley is hardly inferior to the far-famed Yosemite Valley of the Sierra Nevada in California.

About the year 1840 rocks of the **Silurian Formation** were discovered by geologists in the vicinity of the *Christiania Fjord*, and since that date other deposits of that period have been found in *Skåne*, *Western Götland*, the island of *Gotland*, *Herjædalen*, and *Jemteland* in Sweden, and also on the banks of *Lake Mjøsen* and in *Thronthjems Stift* in Norway, but nowhere of great extent. The largest Silurian basin in the peninsula is that of the *Storsjö* in *Jemteland*, a lake of 2580 Engl. sq. M. in area.

One of the most instructive sections of the country is formed by the route from Sundsvall in Sweden to Östersund on the *Storsjö* and *Thronthjem* in Norway. The primitive crystalline rocks of *Jemteland* are first replaced by limestone, extending to the E. bank of the lake, where the Silurian formations begin. These stretch westwards to the great mountain backbone of Sweden and Norway. On this route rises *Åreskutan*, the highest mountain in Sweden (p. 367), part of the base of which on the E. and W. sides belongs to the Silurian formation, while the primary rocks, consisting of quartzite, hornblende, mica-slate, and gneiss, protrude through it all the way to the summit. From this vantage-ground we obtain an excellent idea of the character of the Scandinavian mountains. Many of the hills, rounded and worn by glacier-action, are almost entirely bare, or clothed only with lichens (*Cetraria cucullata nivalis*, *Cronicularia ochroleuca*, etc.), and present an exceedingly sombre and dreary appearance. The slopes of the intervening basins are often well wooded, but the lower plateaux are mainly covered with vast tracts of lake and marsh.

*Coal* occurs here and there in the peninsula. The coal-measures of Helsingborg at the S. extremity of the peninsula are of considerable value and extent. On the island of *Andø*, one of the Vesteraalen group, in latitude  $69^{\circ}$ , a bed of coal was also recently discovered at the mouth of the Ramsaa, but investigation has proved it to be of little value. The condition, however, of its organic remains proves that the island must have been subjected to violent convulsions about the period when the coal was formed. Under the sea extends a thick seam of coal, above which lie strata of sandstone, clay-slate, and later coal, extending into the island. The island must therefore have at one period been more extensive than now, and thickly clothed with vegetation, after which it appears to have been submerged and then upheaved anew.

The configuration of the mainland must at one time have differed greatly from its present form. That it was once higher above the sea than now, is proved by the formation of the coast with its water and ice-worn fjords, straits, and isthmuses (*Eid*). On the other hand the sea appears within recent centuries to have receded at places. This was first observed by *Celsius* (d. 1744) and *Linné* (d. 1778), who caused marks to be made on the rocks at Kalmar and Gefle with a view to measure the retrocession of the sea, by the German naturalist *Hell* at Vardø in 1769, and by *L. v. Buch*, the geologist, in 1807. Throughout a vast tract, extending from Spitzbergen to about latitude  $62^{\circ}$ , the whole country is ascertained to be gradually rising, or the sea to be receding. In the *Allenfjord*, near Hammerfest, there are ancient coast-lines 620 ft. above the present sea-level, and others gradually decreasing in height extend all the way to Throndhjem and still farther S., while at *Throndhjem* itself a rise of 20 ft. within 1000 years is well authenticated. At *Torneå*, at the head of the Gulf of Bothnia, the ground is even said to have risen 5 ft. in a century; in the *Åland Islands*, farther S., a rise of 3 ft. within the same time has been observed; while at *Karlskrona* no change of level has been detected. To the S. of *Karlskrona*, on the other hand, a gradual depression of the land or encroachment of the sea appears to be taking place. These calculations are probably not very trustworthy, but careful measurements made at eleven different places between 1839 and 1865, proved that the average rise of the coast-line between *Maasø* and *Christiania* during that period was 1 foot. According to *Kjerulf*, the most eminent of the Norwegian geologists, the elevation of the coast has taken place fitfully, as several facts tend to prove. Thus it will generally be observed that in all the Norwegian valleys and fjords there are several distinct terraces, between which there is a sudden and well-defined dip, and that the old coast lines, with their heaps of debris, descend abruptly at their lower ends at an angle of  $25-30^{\circ}$ . Again it will be noticed that the different water-levels on the rocks are marked by a kind of disintegrated pathway

or furrow, each separated from its neighbour by a comparatively intact and unworn surface.

In glancing at the **Glaciers** of Norway, the traveller will observe that all the most important are situated to the S. of latitude  $67^{\circ}$ . Even so far N. as Novaja Semlja, in lat.  $72^{\circ}$ , there are no glaciers of considerable size. The most extensive is the *Jostedalstræ* (p. 103), lying between lat.  $61^{\circ}$  and  $62^{\circ}$ , 515 Engl. sq. M. in area, and the largest glacier in Europe. In form it resembles an enormous roof, from which a number of offshoots descend to within 150-200 ft. of the sea-level. A similar ice-mantle is that of the *Folgefond* (p. 55), a little to the S. of lat.  $60^{\circ}$ , and another of vast extent is that of *Svartisen* (p. 235), within the Arctic Circle. The upper parts of these glaciers form immense and comparatively level expanses of dazzling ice and snow, uninterrupted by moraines or crevasses, except where their ramifications descend into the valleys, and rarely broken by peaks rising above them. These plateaux of ice accordingly correspond with the mountain-configuration peculiar to Norway, and on a small scale they afford an idea of the character of the glaciers which once covered the whole country. Of that period numerous traces still exist in Scandinavia as well as on the Baltic coasts. Striated rocks are everywhere observable, from the coast-line upwards; the debris of moraines is distributed over every part of the country; and the soil formed by glacier-friction now forms good cultivable land and affords abundant material for brick-making. ERRATIC BLOCKS seem to have been first deposited in S. Sweden by the glaciers on their southward course, and they abound in N. Germany, sometimes lying a few feet only below the surface of the soil, sometimes clustered together with sand, mud, and gravel, and rising into hills of 70-185 ft. in height, called *Åsar* in Sweden, and known in Ireland and Scotland as escars and kames.

The coast is indented with innumerable **Fjords**, almost all of which have several minor ramifications. Similar indentations occur in the precipitous W. coast of N. America, extending northwards from the Strait of Juan de Fuca, and on the S. American coast, to the S. of the Island of Chiloe, and on a smaller scale there are numerous fjords on the W. and E. coasts of Greenland, in Spitzbergen, Novaja Semlja, and on the W. coasts of Iceland, Scotland, and Ireland. All these fjord-formations cease within  $40\text{--}50^{\circ}$  from the equator, and at the same time they generally correspond with the rainiest regions of the countries where they occur. The E. coast of Scandinavia was probably also at one time indented with fjords, to which the numerous inland lakes once belonged, but which have gradually been filled up by the alluvial deposits of the rivers. That the fjords have been formed, as would naturally be supposed, by the erosive action of ice and water, seems to be disproved by the fact that they are often much deeper than the sea beyond their

months. The Sognefjord, for example, is no less than 4100 ft. deep at places. The fact appears rather to be that these basins existed before the glacier era. They are generally narrow and deep, and with the exception of those in E. Finmarken, they lie at right angles to the axis of the mountains. On the banks of the fjords usually extends a strip of fertile and sheltered land which has attracted a considerable population.

The immense and intricate archipelago of the *Skjærgaard* (*skärgård*), or island-belt, which affords admirable shelter to the coasting steamers, accompanies nearly the whole of the Scandinavian coast from Vadsø to Haparanda. The only considerable intervals are in the Arctic Ocean near the *North Cape*, off the mouth of the *Folden*fjord ( $64\frac{1}{2}^{\circ}$ ), off *Jædern* and *Lister* (between  $58^{\circ}$  and  $59^{\circ}$ ), and opposite the coasts of *Halland* and *Skåne* in Sweden. Within the Arctic Circle are a considerable number of large islands, the *Kvalø*, on which Hammerfest is situated, the *Seiland*, *Sørø*, *Stjernø*, *Kaagø*, *Arnø*, *Varnø*, *Ringsvadsø*, and *Hvalø*; between the last and the mainland is the *Tromsø*, with the town of that name; then *Senjen* and the *Vesteraalen* and *Lofoden Islands*. Of the last-named group the first is the *Hindø*, the largest island in Norway (644 Engl. sq. M.), to the S. of which there are others of considerable size. All these islands, particularly those near the Arctic Circle, are mountainous, and many of them present strikingly picturesque forms. Among the finest are the *Hestmandsø*, *Threnen*, *Lovunden*, *Alstenø* with the 'Seven Sisters', and the singular *Torghættu*, all of which are described in the Handbook (pp. 230-235).

The great resource of the busy coast-population is the **Cod Fishery**, besides which the *Herring*, *Oyster*, and *Lobster Fisheries* and *Seal Hunting* yield a considerable revenue. The great fishing-banks of the Lofoden Islands are mentioned at p. 241. These fisheries support a population of no less than 100,000 souls. The annual yield of the cod-fishery is estimated at 1,300,000*l.*, and that of the seal-hunting (*Phoca vitulina*) at 55,600*l.*, while about a million and a half of lobsters are annually exported to England alone. Herrings formerly abounded near Stavanger, but disappeared from 1784 to 1808, during which period cod were abundant in that neighbourhood. In 1808 the cod in their turn disappeared and the herring returned, but since 1869 the former have again been found in their old haunts. The shoals of cod and herring are usually attended by a kind of whale (*Balenoptera musculus*), which was formerly supposed to prey on the latter, but this is ascertained to be erroneous. The oyster-fishery is chiefly carried on on the S. coast near *Kragerø*, and on the W. coast near *Finnaas* in *Søndhordland*, near *Lindaas* in *Nordhordland*, near *Vestnæs* in the *Romsdalsfjord*, by the *Bjørø*, and near *Vigten* in the *Namsdal*. The Salmon Fishery is also of considerable importance. Among the

most famous rivers are the *Drammenselv*, the *Numedalslaag*, the *Ongneelv* in Jæderen, the *Suledalselv* in Ryfylke, the *Rauma* and *Driva* in the *Romsdal*, the *Gula* near Throndhjem, the *Namsen* in the *Namsdal*, and the *Altenelv* and *Tana* in Finmarken.

These valuable resources of the coast-districts, compared with which the *Opland* or inland districts offer little or no attraction to settlers, have also given rise to the important MARITIME TRADE of Norway, the foundation of which was laid by the piratical *Vikings* (inhabitants of 'Vikar' or creeks), whose expeditions extended to Constantinople, and who discovered Iceland, Greenland, and N. America ('Vinland') 500 years earlier than Columbus. On some of the fjords still exist the tumuli of these early navigators, who sometimes caused themselves to be buried along with their vessels. The commercial fleet of Norway now ranks next to those of Great Britain and the United States. Timber for shipbuilding purposes is abundant.

The E. coast of the peninsula is less favourable for the purposes of navigation, especially as many of the harbours have altered their position or been rendered shallow by the gradual rise of the coast-line, and accordingly few of the vikings had their headquarters there. The coasting-trade of Stockholm, however, and the inland lake and canal-traffic are of considerable importance.

### Mountains, Lakes, and Rivers.

Owing to the sudden descent of the mountains on the W. coast the streams on that side of the peninsula all have the character of boisterous torrents, while on the E. coast they take the form of long, narrow lakes, connected by rivers and often by waterfalls. The mountains in the northernmost part of the peninsula, bordering on Russia, rarely exceed 1000 ft. in height, but they become loftier as we proceed towards the S.W., rising to most imposing dimensions on the *Lyngenfjord* (p. 253) and at the head of the *Saltenfjord* (p. 236), where the *Sulitjelma* forms the boundary between the sister kingdoms. To the S. of the great glacier-mountains of *Svartisen* (p. 235) the mountains decrease in height, and a number of large lakes send their waters eastwards to the Baltic, while the *Namsen* and *Snaasen* descend to the well-cultivated plains on the Throndhjem Fjord. Farther to the S. the mountains, such as the *Jomafjeld*, *Kjølhaugen*, *Areskutan* in Sweden, and the *Syltoppe*, again attain a height of 4000-5000 ft., while the islands off the coast contain mountains of similar height. In latitude 63° the main range divides, the backbone of the peninsula continuing to run southwards, while a branch diverges to the W. nearly at a right angle. In the central range rise the *Öster* and *Vester Dalelf*, which afterwards unite and descend to the S.E. to the Gulf of Bothnia. Adjoining the same range lies the *Fæmund-Sjø*, out of which flows the *Fæmundselv*, afterwards called the

*Klarelf*, and falling into Lake Venern, whence it descends under the name of the *Götaelf* to the Kattegat. A little to the N. of the Fæmund-Sjø lies the *Aursund-Sjø*, the source of the *Glommen*, the largest river in Norway, which forms the imposing *Surpsfos* at Sarpsborg and falls into the Skager Rak at Fredrikstad. Near the same lake rises the *Gula*, which descends to the N.W. to Throndhjem, and through the valleys of these two rivers runs the important railway from Throndhjem to the copper-mines of Røros and Lake Mjøsen.

Between the Fæmund-Sjø and the Glommen rise the lofty *Hummelfjeld*, *Tronfjeld*, and *Elgepig*, and between the Glommen and the Gudbrandsdal tower the isolated *Rondane*. To the N.W. of the latter stretches the *Dovre fjeld*, culminating in the *Snehatta* (p. 205), formerly supposed to be the highest mountain in Norway. To the W. of this point, and to the N.W. of the Gudbrandsdal, stretch the gneiss mountains of the Romsdal, already mentioned. The mountains to the S. of the Romsdal are usually known as the *Langfjelde*, which include the *Jostedalstræ* with the *Lodalskaupe* and extend to the *Horungerfjeld* and the *Jotunheim Mountains*. To the last-named group belongs the *Ymesfjeld*, a huge mass of granite nearly 10 Engl. M. in breadth, culminating in the *Galdhøpig* (p. 148), and surrounded by rocks of the transition period. Farther to the S. lie the extensive *Lakes Gjende*, *Tyin*, and *Bygdin*, surrounded by imposing mountains, belonging like the Horunger to the easily disintegrated 'gabbro' formation, and remarkable for picturesqueness of form. All these mountains are covered with perpetual snow, with the exception of the highest peaks, on which, owing to their precipitousness, the snow does not lie.

The southern mountains of Norway, which also run from N.E. to S.W., are bounded by the Sognefjord on the N.W., by the Christiania Fjord on the S.W., and by a line drawn on the E. side from the Fillefjeld to Christiania. Between the Sognefjord and the Hardanger Fjord are the isolated plateaux of the *Vosseskavl*, the *Hardanger Jökul*, and the *Hallingskarv*, rising above the snow-line. The Hardanger Fjeld is separated by the innermost branch of the Hardanger Fjord from the *Folgefond* (p. 55), an extensive snow-clad mountain with several peaks. To the S.E. of the Hardanger-Fjord stretches the extensive *Hardanger Vidde*, with peaks 3000-4600 ft. in height, which gradually slope on the E. and S. sides. Farther to the E. are the deep valleys of the picturesque region of *Thelemarken*, which frequently intersect each other. The E. outpost of the whole of this mountain-region is the *Skogshorn*, to the N. of the Hallingdal. Farther to the E. are the *Nume-dal*, *Hallingdal*, and *Valders* valleys, descending towards the S., beyond which we again meet with a number of transverse valleys, where the most fertile land in Norway is situated (such as *Hude-*

*land* on the Randsfjord and *Ringerike* on the Tyrifjord). The mountains then descend to the plain of Järlsberg and Laurvig. Among their last spurs are the *Gausta* and the *Lidfjeld* in Thelemarken, and the isolated *Norefjeld*, rising between Lake Krøderen and the Eggedal.

The mountains extending towards the S.E. next enter the Herjædal and Vermeland in SWEDEN, where they contain valuable iron ores, particularly in *Vermeland*, *Dalarne*, and *Vestmanland*. The range next runs between Lakes Venern and Vettern, where it is called *Tiveden*, and extends to the E. under the names of the *Tydöskog* and *Kolmården*. It then intersects the province of *Götland* and forms the plateau of *Småland* to the S. of Lake Vettern. An important spur a little to the S. of that lake is the *Tuberg*, a hill containing about 30 per cent of iron ore. The hills then gradually slope down to the plains of *Skåne* and *Halland*, where there are a few insignificant heights only. In the plains of *Götland* rise the isolated *Kinne-kulle* on Lake Venern, the *Halleberg*, the *Hunneberg*, and the *Omberg*.

The Swedish islands of *Gotland* and *Öland* contain no hills above 210 ft. in height.

To a comparatively recent geological period belongs the SWEDISH BASIN extending from the Skager Rak through Lakes Venern and Vettern to Lake Mälaren, the land to the S. of which was probably once an island. These lakes are believed to have once formed a water-way to the Gulf of Finland, which again was probably connected with the White Sea, and this theory seems to be borne out by the fact that a kind of crayfish found in the White Sea and Lake Venern does not exist in the Atlantic or in the Baltic. The modern canal-route connecting these lakes is described in RR. 36, 37, 39.

The coast to the N. of Stockholm is flat and well wooded, and intersected by numerous rivers and long lakes, at the mouths of which lie a number of towns chiefly supported by the timber-trade. One of the most important lakes is the picturesque *Siljan* (p. 363), through which the *Österdalelf* flows. Below Falun that river joins the *Vesterdalelf*, and their united waters form a fine cascade at Elfkärleby. Of the many other rivers the most important are the picturesque *Ångermanelf* (p. 369), the *Lule-Elf* (p. 370), and the *Torne-Elf* (p. 372). The last, the longest of all, is connected by a branch with the parallel river *Kalix*. Most of these eastern rivers are rather a series of lakes connected by rapids and waterfalls. The heavy rainfall in the mountain regions descending into the valleys, where the sun has not sufficient power to evaporate it, forms these lakes and extensive swamps, the overflow of which descends from basin to basin till it reaches the sea. The lower ends of these rivers are generally navigable for some distance. Steamboats ply on the *Ångermanelf* and the *Lule-Elf* (p. 369, 371).

### Climate and Vegetation.

TEMPERATURE. Judging from the degrees of latitude within which the peninsula is situated, one would expect the climate to be uniformly severe and inclement, but this is only the case on the E. coast and among the central mountains. The climate of the W. coast is usually mild, being influenced by the Atlantic and the *Gulf Stream* which impinges upon it. In the same latitude in which Franklin perished in the Arctic regions of America, and in which lies the almost uninhabitable region of E. Siberia, the water of these western fjords of Norway never freezes except in their upper extremities. As we proceed from W. to E., and in some degree even from N. to S., the temperate character of the climate changes, and the winters become more severe. The climate is perhaps most equable at *Skudesnæs*, near Stavanger, where the mean temperature of January is  $34.7^{\circ}$  Fahr., and that of July  $55.4^{\circ}$ : difference  $20.7^{\circ}$ . At *Stockholm*, on the other hand, the mean temperature of January is  $24.8^{\circ}$ , and that of July  $63.5^{\circ}$ : difference  $38.7^{\circ}$ . The difference is still greater in many places farther to the N., as at *Jockmock* ( $66^{\circ}36'$  N. lat.; 925 ft. above the sea), where the January temperature is  $3.2^{\circ}$ , that of July  $57.92^{\circ}$ , and the difference  $54.90^{\circ}$ . The tract lying between the Varanger Fjord and the Gulf of Bothnia, the interior of Finmarken and Lapland, and the southern mountains above the height of 2300 ft., all have an annual mean temperature below the freezing point. Some of the other isothermal lines are curious. Thus the line which marks a mean January temperature of  $32^{\circ}$  Fahr. runs from the Lofoden Islands southwards, passing a little to the E. of Bergen and through the inner part of the Stavanger Fjord. It then turns to the S.E. to Cape Lindesnæs, and thence to the N.E. towards the Christiania Fjord, and southwards to Gothenburg and Copenhagen. The line marking a mean January temperature of  $23^{\circ}$  passes through Hammerfest, Saltdalen, Røros, Christiania, and Upsala. In the depth of winter, therefore, the Lofoden Islands are not colder than Copenhagen, or Hammerfest than Christiania. Again, while the mean temperature of the whole year at the North Cape is  $35.6^{\circ}$ , it is no higher at Östersund in Jemtland,  $55\frac{1}{2}$  Engl. M. farther south. Lastly, it may be mentioned that while the climate on the W. coast is comparatively equable throughout the year, that of the E. coast and the interior of the country is made up of a long, severe winter and a short and sometimes oppressively hot summer. The average temperature of the sea is  $31\frac{1}{2}$ - $7^{\circ}$  warmer than the air, being of course lower than that of the air in summer and higher in winter. The healthiest part of the peninsula is probably the island of Karmø, where the death rate is only 12 per thousand. The average rate for Norway is 19, for Sweden 20 per thousand.

RAINFALL. In the interior of Norway less rain falls than on the coast. In Sweden the greatest rainfall is between Gefle and Gothen-

burg. The mean rainfall in Sweden is 20.28 inches, that of Gothenburg 28.18, and that of the E. coast 16.88 inches. August is the rainiest month in Sweden, especially in the N. provinces. In Norway the maximum rainfall is at Florø, where it sometimes reaches 90-91 inches per annum; on the S. coast the average is about 40 inches, and on the W. coast, to the S. and N. of Florø, 70-75 inches. August and September are the rainiest months in the E. districts of Norway, but on the W. coast the rainy season is somewhat later. June and July are therefore the best months for travelling in Sweden and the E. districts of Norway, and July and August for the W. coast. In the neighbourhood of the Romsdal the rainy season does not usually set in before December. Hail and thunderstorms are rare in Norway. The latter, however, are sometimes very violent on the W. coast, where no fewer than forty churches have been destroyed by lightning within the last 150 years. The following table shows the mean temperature and average rainfall in different parts of Norway: —

	Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches		Height in feet.	Latitude	Degrees of Fahr.	Rainfall in inches
<i>Vardø</i> . . . .	42	70° 22'	33.45	—	<i>Ona</i> . . . . .	52	62° 53'	44.24	—
<i>Nyborg</i> . . . .	—	70° 2'	34.70	—	<i>Dovre</i> . . . . .	2095	62° 5'	32.54	14.39
<i>Fruholmen</i> . .	29	71° 6'	35.42	—	<i>Røros</i> . . . . .	2075	62° 35'	27.5	—
<i>Alten</i> . . . . .	—	69° 58'	33.62	—	<i>Florø</i> . . . . .	29	61° 36'	43.85	75.27
<i>Tromsø</i> . . . .	39	69° 39'	35.96	—	<i>Bergen</i> . . . .	49	60° 24'	44.60	72.25
<i>Andenes</i> . . . .	26	69° 20'	38.48	—	<i>Ullensvang</i> . .	33	60° 19'	44.78	—
<i>Bodø</i> . . . . .	36	67° 17'	38.48	30.55	<i>Skudsnæs</i> . . .	36	59° 9'	44.78	42.83
<i>Ranen</i> . . . . .	46	66° 12'	37.22	—	<i>Lindesnæs</i> . . .	29	57° 59'	44.24	—
<i>Brønnø</i> . . . .	38	65° 28'	40.28	34.34	<i>Mandal</i> . . . .	56	58° 2'	43.85	55.11
<i>Ålterøen</i> . . .	250	63° 49'	41.00	22.36	<i>Sandøesund</i> . .	42	59° 55'	43.85	23.14
<i>Christiansund</i>	66	63° 7'	43.16	37.48	<i>Christiania</i> . .	79	59° 55'	41.36	21.19

**AIR PRESSURE.** The pressure of the air in January is greatest in the interior of N. Norway and lowest in Finmarken. In July it is highest on the W. coast and lowest in the interior. The prevailing winds in winter are accordingly land-winds, which are frequently diverted towards the N. and follow the line of the coast. In summer, on the other hand, W. and S.W. winds prevail, blowing towards the region where the air-pressure is lowest, also frequently following the line of the coast towards the N., and rarely impinging on the coast at a right angle. The most prevalent wind blows from the S.W., and on the coast is usually accompanied with dull weather, but this is less the case in the interior. The most violent storms, which prevail chiefly in winter, come from the same quarter. The mountains form a boundary between two distinct climates, the W. wind being the dampest on the W. coast and the driest in the interior.

The **Vegetation**, as might be expected from the climate and the geological features of the peninsula, is generally poor, but the flora is unusually rich for so northern a region. About 25,758 Engl. sq. M. are covered with forest, chiefly pines, the wood of which is valuable owing to the closeness of the rings which mark its annual growth. Next in point of frequency are the oak, the birch, the elm, and the beech. Other trees occur frequently, but not in the forests. The beech, which suffers more from cold than the oak, but does not require so high a mean temperature, rarely occurs in Sweden N. of Kalmar, while the oak is found as far N. as Gefle. In Norway, on the other hand, the beech extends to a point beyond Bergen, and the red beech even occurs at Throndhjem. Near Laurvig, in latitude  $59-59\frac{1}{2}^{\circ}$  the beech is found in considerable plantations. — The apple-tree (*Pyrus malus*) occurs as far as  $65^{\circ} 10'$  N. lat., the plum (*Prunus domestica*) up to  $64^{\circ}$ , and the cherry to  $66^{\circ}$ , while currants (*Ribes nigrum* and *rubrum*), gooseberries (*Ribes grossularia*), strawberries (*Fragaria vesca*), raspberries (*Rubus idaeus*), and the common bilberry (*Vaccinium myrtillus*) occur as far north as the North Cape.

Wheat is cultivated as far as  $64\frac{1}{2}^{\circ}$ , and in the S. of the country to a height of 1000-1250 ft. above the sea; Rye grows as far N. as  $69^{\circ}$ , and in the S. up to a height of 1950 ft.; Barley and Oats occur up to  $70^{\circ}$ , and in the S. to a height of 2050 ft. above the sea. Botanists are referred to the instructive works of Schuebeler and Axel Blytt. — The cultivated land in Norway occupies the insignificant area of 1074 Engl. sq. M., but in Sweden 10,678 sq. M. In the northern regions the *Oxyria remiformis*, a kind of sorrel, is largely cultivated as a substitute for corn. It is kept in a frozen condition in winter and boiled down to a pulp for use, being frequently mixed with flour and made into *Fladbrød*. In the S. districts, however, the 'flat bread' is usually made of wheat or barley flour mixed with mashed potatoes, and sometimes with pease-meal. The Lapps mix their bread with reindeer-milk and sometimes with the bitter *Mulgedium alpinum*, which is believed to be a preventive of scurvy.

It is a curious fact that barley takes exactly the same time (90 days) to ripen at Alten ( $70^{\circ}$  N. lat.) as at Christiania and in the S. of France, but it is now generally believed that the great length of the Arctic days compensates for the lack of warmth. The seed, however, if brought from a warmer climate, requires to be acclimatised, and does not yield a good crop until after two or three seasons, so that the effects of a bad harvest are felt for several succeeding years.

The traveller will also observe that the leaves of most of the trees which occur in the northern districts of Norway are larger than those of trees of the same kind in the southern regions. Thus the leaves of maples and plane-trees (*Acer platanoides* and *pseudo-*

*platanus*) transplanted from Christiania to Tromsø have been found to increase greatly in size, while the trees themselves become dwarfed in their growth. This leaf development is also attributed to the long continuance of the sunlight in summer. It would be interesting to know what effects the protracted light produces on the colours of flowers and the flavour of fruits, but these points have not yet been investigated.

The **Animal Kingdom** comprises most of the domestic and other animals common in Great Britain, besides many which are now extinct there, and a number of others peculiar to the Arctic regions. Among the animals most characteristic of the country are the reindeer (*Cervus tarandus*), an exceedingly useful mammal, and the sole support of the nomadic Lapps, and the lemming (*Georychus lemmus*), a rodent, somewhat resembling a water-rat, which sometimes affords food to the reindeer (see p. 153). Among beasts of prey the bear and the wolf are still common in many parts of the country, and the lynx and glutton occasionally occur. For killing any one of these the government offers a reward of 25 crowns. Conspicuous among large game is the handsome elk ('Elgsdyr'; *Cervus alces*), now becoming rare, next to which rank the reindeer and the red deer. The finest of the wildfowl is the capercaillie ('Tjur'; *Tetrao urogallus*), after which come the ptarmigan ('Rype'; *Lagopus mutus*) and hazel-grouse ('Hjerpe'; *Tetrao bonasia*). Partridges rarely occur in Norway, but abound in the S. of Sweden, where they were introduced about the year 1500. The most valuable of the wildfowl, however, is the eider-duck ('Edder'; *Anas mollissima*), which is most abundant within the Arctic Circle. The down of the female, which she uses in making her nest, is gathered in the *Dunvæ* of Finmarken, yielding a considerable revenue.

The **Population** is now almost exclusively of Gothic origin, but the oldest element consists of the *Lapps* and the *Finns*, who were probably the aboriginal inhabitants of the country and who both belong to the Ugrian race. Their languages are both of the Turanian stock (akin to Hungarian), and are said by Castren, the philologist, to have been identical some 2000 years ago. The Lapps now number about 24,000 only in Norway and Sweden, and the Finns about 22,000 souls. They are both of the Mongolian type, with high cheek-bones, low foreheads, full lips, narrow eyes, blunt noses, and yellowish complexions, but the Finns are now by far the superior race, both physically and mentally. The names usually applied to them are not used by themselves. The Lapps ('nomads') call themselves *Sami* or *Sahmelads*, and the Finns ('fen-dwellers') *Suomi*. — The dominant race, by which the Lapps have been well-nigh extinguished, is of the Aryan or Indo-Germanic stock, and is believed to have begun to settle in the peninsula before the birth of Christ (see below). With regard to their language, see the

grammars at the end of the volume. — The total population of Norway at the end of 1875 was 1,807,555; that of Sweden at the end of 1879 was 4,578,901. The annual increase, which is slow, owing to the frequency of emigration, now amounts in Norway to about 18,000, and in Sweden to 50,000 per annum.

## X. History of Sweden and Norway.

**Prehistoric Period.** The earliest antiquities in Scandinavia belong to the FLINT PERIOD, during which the peninsula appears to have been inhabited by the same race as Denmark and N. Germany. Their rude implements indicate that they possessed fixed dwelling-places and cattle, and were acquainted with the art of fishing and probably of hunting also. They buried their dead in large stone tomb-chambers. This epoch was succeeded by the BRONZE PERIOD, when implements and ornaments in bronze and even in gold were first imported into the country and afterwards manufactured by the natives themselves. Agriculture was now regularly practised, and the same domestic animals were used as at the present day. The tombs of this period sometimes contain cinerary urns, and sometimes bones unconsumed. During this and the preceding period the population seems to have been confined to Skåne and Vester-Götland. Lastly, about the time of the birth of Christ, begins the IRON PERIOD, when the use of that metal was introduced from Central Europe. At the same time silver and glass make their appearance, and Roman coins and 'bracteates' (ornamental discs of metal) are occasionally found.

During this period also the contents of tombs prove that the dead were sometimes burned and sometimes buried in coffins. The cinerary urns are usually of terracotta, rarely of bronze. Among other curiosities which have been found in the tombs are trinkets and weapons, some of which appear to have been purposely broken. To this period also belong the earlier *Runic Inscriptions*, in a large character differing from that afterwards used. Quite distinct from the earlier part of this era is the LATER IRON PERIOD, which began in Sweden about the year 500 or 600 and in Norway about the year 700 A. D. The Runic inscriptions of this period are in the smaller character, and the language had by this time attained to nearly the same development as that used by the later MSS., while the native workmanship exhibits evidence of a new and independent, though still barbarous stage of culture.

To what race the inhabitants of Scandinavia during the first and second of these periods belonged is uncertain, but it is supposed that they were of the aboriginal Finnish stock. That the relics of the following periods were left by a different race is most probable, as no antiquities have been found which show a gradual transition from the bronze to the early iron period, and it is well

ascertained that the inhabitants of the S. parts of the peninsula were of Germanic origin, both during the earlier and later iron periods. It has also been ascertained that the older Runic alphabet of 24 letters, common to Scandinavian, Anglo-Saxon, Burgundian, and Gothic inscriptions, was afterwards modified by the Scandinavians, who substituted for it the smaller character, consisting of 16 letters only. It therefore seems to be a well established fact that during the later iron period, if not earlier, the Scandinavians had developed into a nationality distinct from the ancient Goths or the Anglo-Saxons.

### Transition to the Historical Period.

The earliest historical writers agree that Scandinavia was at an early period inhabited partly by a Germanic race, and partly by Finns or Lapps. The Germanic inhabitants, before whom the weaker race seems gradually to have retreated, were first settled in Skåne (Skåney) in the S. of Sweden, whence the country was named Scandia, and the people Scandinavians. The name of 'Swedes' is mentioned for the first time by Tacitus (*Suiones*), the 'Goths' are spoken of by Ptolemy, and the *Suethans* and *Suethidi* (i. e. *Svear* and *Svithjóð*) by Jordanis. Jordanis also mentions the *Ostrogothae* and *Finnaiithae*, or the inhabitants of Öster-Götland and Finnveden in Sweden, the *Dani* or Danes, the *Raumaricii* and *Ragnaricii*, or natives of Romerike and Raurike in Norway, and lastly the *Ethelrugi* or Adalrygir, and the *Ulmerugi* or Hólm-rygir. As far back, therefore, as the beginning of our era, the population in the S. of Sweden and Norway appears to have been of the Gothic stock. To this also points the fact that the names of Rugians, Burgundians, and Goths still occur frequently in Scandinavia; the Rygir were a Norwegian tribe, the name Borgund and Bornholm (Borgundarholm) recur more than once, and the district of Götland and the island of Gotland or Gutland were doubtless so called by Goths or Jutes. It is therefore more than probable that the picturesque myth of the immigration of the Æsir or ancient Scandinavians from Asia under the leadership of Odin entirely lacks foundation in fact.

It is at least certain that the history of Scandinavia begins with the later iron period. At that time the southernmost part of Sweden seems to have belonged to the Danes. Farther N. was settled the tribe of the *Götar*, to whom belonged the adjacent island of Öland, while Gotland appears to have been occupied by an independent tribe. Still farther N. were the *Svear*, who occupied Upland, Vestermanland, Södermanland, and Nerike. The territories of the *Götar* and the *Svear* were separated by dense forest, while the latter were also separated from the Norwegian tribes by forests and by Lake Venern and the Götaelf. Beowulf, the famous Anglo-Saxon epic poem, dating from about the year 700, mentions Den-

mark as an already existing kingdom, and also speaks of the different states of the Götär and Svear, which, however, by the 9th cent. had become united, the Svear, or Swedes, being dominant. The same poem refers to 'Norvegr' and 'Nordmenn', i.e. Norway and the Northmen, but throws no light on their history. It is, however, certain that the consolidation of Norway took place much later than that of Denmark and Sweden, and doubtless after many severe struggles. To the mythical period must be relegated the picturesque stories of the early Ynglingar kings, beginning with *Olaf Trætjelje*, or the 'tree-hewer'; but they are probably not without some foundation in fact, and it is at any rate certain that the migrations and piratical expeditions of the Northmen, which soon affected the whole of the north of Europe, began about this time (7th-8th cent. A. D.). The predatory campaigns of the Danish King Hagleikr, which are mentioned both in the Beowulf and by Frankish chroniclers, are doubtless a type of the enterprises of the vikings (from *Vik*, 'creek'), which continued down to the 11th century. The Swedes directed their attacks mainly against Finland, Kurland, Esthonia, and Russia, which last derived its name and its political organisation from Sweden; the Danes undertook expeditions against France and England, and the Norwegians chiefly against the north of England, Scotland, the Orkney and Sketland Islands, and the Hebrides.

### Norway before the Union.

From the semi-mythical Ynglingar and Olaf Trætjelje, who is said to have flourished about the middle of the 7th cent., *Halfdan Svarte*, King of a part of Norway corresponding with the present Stift of Christiania, professed to trace his descent. His son **Harald Haarfagre** ('fair-haired'), after several severe conflicts, succeeded in uniting the whole of Norway under his sceptre after the decisive battle of the Hafrsfjord near Stavanger in 872. The final consolidation of the kingdom, however, was not effected until a century later. The kingdom was repeatedly attacked by the petty kings who had been banished, while great numbers of the peasantry, to escape the burdens of taxation, emigrated to the Orkney and Shetland Islands, to Iceland, and even to the Hebrides. In this weakened condition Harald transmitted the crown to his favourite son *Eiríkr Blóðöx*, whose exploits as a viking had gained for him the sobriquet of 'bloody axe'. After having slain several of his brothers, Eric was expelled about the year 935 by *Haakon the Good*, who in his turn was defeated and slain by Eric's sons at the battle of Fitjar in 961. Among the sons of Eric, several of whom were put to death by their own subjects, the most distinguished was *Harald Graufeld*, who was, however, at length defeated by the Jarl (earl) of Lade in the district of Throndhjem, with the aid of Harald Gormsson, king of Denmark (970). At this period a number of petty kings still maintained themselves on the fjords

and in the interior of the country, trusting for support from the kings of Sweden and Denmark. The Jarls of Lade, who ruled over Thronthjem, Helgeland, Namdalen, and Nordmøre, acknowledged the supremacy of the kings of Norway, until Haakon Jarl transferred his allegiance to the kings of Denmark. On the outbreak of war between Denmark and Germany he succeeded in throwing off the Danish yoke, but did not assume the title of king. Haakon was at length slain by one of his own slaves during an insurrection of the peasantry (995), whereupon **Olaf Trygvason**, a descendant of Haarfagre, obtained possession of the kingdom, together with the fjords and inland territory which had belonged to Haakon. With the accession of Olaf begins a new era in the history of Norway.

In the 10th century PAGANISM in the north was in a moribund condition. Based on the dual system of a world of gods (*Ásgardr*, *Godheimr*) and a realm of giants (*Útgardr*, *Jötunheimr*), it regarded mankind (*Midgardr*, *Mannheimr*) as a kind of object of contention between the two. All alike partook equally of the joys and sorrows of life, of sin, and even of death. The period of the vikings, however, to the close of which we owe the Eddas, materially altered the tenets of the old religion. As victory was their great object, they elevated *Odin*, the god of victory, to the highest rank in their pantheon, while *Thor*, the god of thunder, had hitherto reigned supreme. The bards depict in glowing colours the halls of *Odin*, which become the abode of heroes slain in war. But as the gods had been in many respects lowered to the rank of men, and were themselves believed to have their destinies swayed by fate, it necessarily followed that they were not themselves the Creators, but at most the intermediate artificers and administrators of earth. They therefore failed to satisfy the religious wants of men, who began to speculate as to the true and ultimate Creator of the universe, and it was about this period that Christianity began to dawn on the benighted north. The vikings came into frequent contact with Christian nations, and Christian slaves were frequently brought to Norway and Sweden. Many of the Northmen professed to be converted, but either retained many of their old superstitions or speedily relapsed into them. A few, however, embraced the new religion zealously, and it is to them that the final conversion of the peninsula was due. The first Christian monarch was Haakon the Good, who had been brought up by King Athelstane in England, and been baptised there; but his attempts to convert his people were violently opposed and met with no success. The sons of Eric, who had also been converted in England, showed little zeal for Christianity, and under Haakon Jarl heathenism was again in the ascendant. At length when Olaf Trygvason, who had also become a Christian, ascended the throne, he brought missionaries from England and Germany to Norway and succeed-

ed in evangelising Norway, Iceland, the Orkney and Shetland Islands and the Faroes, partly by persuasion, and partly by intimidation or by bribery. Iceland, however, had already been partly converted by Thorvaldr Vidförli, a native missionary, aided by the German bishop Friedrich.

King *Svejn Tveskæg* ('double beard') of Denmark now attempted to re-establish the Danish supremacy over Norway, and for this purpose allied himself with his stepson King Olaf, Skotkonung or tributary king of Sweden, and with Eric, the son of Haakon, by whose allied fleets Olaf Tryggvesson was defeated and slain in the great naval battle of Svold, on the coast of Pomerania, about the year 1000. Norway was now partitioned between the kings of Denmark and Sweden, who ceded most of their rights to the Jarls Eric and Svejn, sons of Haakon Ladejarl. The kingdom, however, was soon permanently re-united by **St. Olaf**, son of *Harald Grenski*, and a descendant of Harald Haarfagre. After having been engaged in several warlike expeditions, and having been baptised either in England or in Normandy, he returned to Norway in 1014 to assert his claim to the crown. Aided by his stepfather *Sigud Syr*, king of Ringerike, and by others of the minor inland kings, he succeeded in establishing his authority throughout the whole country, and thereupon went to work energetically to consolidate and evangelise his kingdom. His severity, however, caused much discontent, and his adversaries were supported by Canute, king of England and Denmark, who still asserted his claim to Norway. Canute at length invaded Norway and was proclaimed king, while Olaf was compelled to seek an asylum in Russia (1028). Having returned with a few followers to regain his crown, he was defeated and slain at Stiklestad near Levanger on 29th July, 1030. Canute's triumph, however, was of brief duration. He ceded the reins of government to *Haakon Jarl Eriksson*, and after the death of the jarl to his son *Svejn* and the English princess *Aelgifu*, the mother of the latter; but a reaction speedily set in, stimulated chiefly by the rumour of Olaf's sanctity, which found ready credence and was formally declared by a national assembly. Olaf's son **Magnus**, who had been left by his father in Russia, was now called to the throne, and Svejn was obliged to flee to Denmark (1035). The sway of Magnus was at first harsh, but he afterwards succeeded in earning for himself the title of 'the good'. In accordance with a treaty with Hardicanute in 1038, he ascended the throne of Denmark after the Danish monarch's death in 1042, but his right was disputed by *Svend Estridsson*. In 1046 he assumed as co-regent the turbulent *Harald Sigurdsson*, step-brother of St. Olaf, who succeeded him on his death in 1047. After a series of violent conflicts with Svend, Harald was obliged to renounce his pretensions to the crown of Denmark, but on Harald's death at the Battle of Hastings (1066)

the hostilities between Norway and Denmark broke out anew. Harald was succeeded by **Olaf Haraldsson**, who in 1068 entered into a new treaty with Svend of Denmark at Kongshelle, whereby the independence of Norway was finally established.

Olaf, who was surnamed *Hinn Kyrr*, or 'the peaceful', now devoted his attention to the internal organisation of his kingdom, and several of the Norwegian towns began to attain importance. Skíringssalr (near Laurvik) and the neighbouring Tønsberg already existed; Nidaros (afterwards Throndhjem) is said to have been founded by Olaf Tryggvason, Sarpsborg by St. Olaf, and Oslo by Harald Hardraade; but the foundation of Bergen and several other towns, probably including Stavanger, is attributed to Olaf Kyrr. His court was famed for its magnificence and the number of its dignitaries, and at the same time he zealously promoted the interests of the church. While Olaf's predecessors had employed missionaries, chiefly English, for the conversion of their subjects, he proceeded to establish three native bishoprics and to erect cathedrals at Nidaros, Bergen, and Oslo, making the dioceses as far as possible coextensive with the three provinces in which national diets (*Thing*) were held. His warlike son *Magnus Barfod* (1093-1103), so surnamed from the dress of the Scotch Highlanders which he had adopted, did not reign long enough seriously to interrupt the peaceful progress of his country, and the three sons of Magnus, *Øystein* (d. 1122), *Sigurd* (d. 1130), and *Olaf* (d. 1115), thereafter proceeded to carry out the plans of their grandfather. Sigurd was surnamed *Jorsalafarer* ('Jerusalem farer') from his participation in one of the Crusades (1107-11). The same devotion to the church also led about this period to the foundation of the bishopric of Stavanger, and of several monasteries (those of Sæle in the Nordfjord, Nidarholm near Throndhjem, Munkeliv at Bergen, and Gimsø near Skien), and to the introduction of the compulsory payment of tithes (*Tiende*, 'tenths', known in Scotland as 'teinds'), a measure which secured independence to the church. King *Øystein* is said to have been versed in law, and both he and several of his predecessors have been extolled as lawgivers, but no distinct trace of legislation in Norway of a period earlier than the beginning of the 12th cent. has been handed down to us.

After Sigurd's death the succession to the throne was disputed by several claimants, as, in accordance with the custom of the country, all relations in equal propinquity to the deceased, whether legitimate or not, enjoyed equal rights. The confusion was farther aggravated by the introduction (in 1129) of the custom of compelling claimants whose legitimacy was challenged to undergo the 'iron ordeal', the practical result of which was to pave the way for the pretensions of adventurers of all kinds. Conflicts thus arose between *Harald Gilli*, a natural son of Magnus Barefoot,

and *Magnus Sigurdsson*; between *Sigurd Slembedegn*, who claimed to be a brother of Harald, and *Ingi* and *Sigurd Munn*, sons of Harald; and afterwards between *Ingi* and *Haakon Herdebred*, a son of Sigurd Munn. All these pretenders to the throne perished in the course of this civil war. Ingi was defeated and slain by Haakon in 1161, whereupon his partisans elected as their king *Magnus Erlingsson*, who was the son of a daughter of Sigurd Jorsalafarer. Haakon in his turn having fallen in battle, his adherents endeavoured to find a successor, but Erling, the father of Magnus, whose title was defective, succeeded in obtaining the support of Denmark by the cession of Vigen, and also that of the church.

Meanwhile the church had firmly established her power in the north. At first the sees of Sweden and Norway had been under the jurisdiction of the archbishops of Hamburg and Bremen, but in 1103 an archiepiscopal see was erected at Lund in Skåne. The Norwegians, however, desiring an archbishop of their own, Pope Eugene II. sent *Cardinal Nicholas Breakespeare* to Norway for the purpose of erecting a new archbishopric there, and at the same time a fifth bishopric was erected at Hamar. The new archbishop's jurisdiction also extended over the sees of Iceland, Greenland, the Faroes, the Orkneys, the Hebrides, and the Isle of Man, and his headquarters were established at Throndhjem. In 1164 Erling Jarl induced Archbishop Eystein to crown his son Magnus, a ceremony which had never yet taken place in Norway, and at the same time he engaged to make large concessions to the church, including a right to a voice in the election of future kings.

Supported by the church, personally popular, and a meritorious administrator, Magnus had at first no difficulty in maintaining his position, but his title and the high privileges he had accorded to the church did not long remain unchallenged.

After several insurrections against Magnus had been quelled, there arose the formidable party of the *Birkebeiner* ('birch-legs', so called from the bark of the birch which they used to protect their feet), who in 1177 chose as their chief *Sverre*, a natural son of Sigurd Munn, who had been brought up as a priest, and who soon distinguished himself by his energy and prudence. In 1179 Erling was defeated and slain by Sverre at Nidaros, and in 1184 his son Magnus met the same fate in the naval battle of Fimreite in the Sogn district. Sverre's right to the crown, however, was immediately challenged by new pretenders, and he incurred the bitter hostility of the church by ignoring the concessions granted to it by Magnus. In 1190 Archbishop Eric, Eystein's successor fled the country, and the king and his followers were excommunicated; but, though severely harassed by several hostile parties, particularly the *Bagler* (the episcopal party, from *Bagall*, 'baculus', a pastoral staff), Sverre died unconquered in 1202. He was succeeded by his son *Haakon* (d. 1204), by *Guttorm Sigurdsson* (d. 1204), and by *Inge Baardsson*

(d. 1217), under whom the hostilities with the church still continued. For a time, however, peace was re-established by **Haakon Haakonsson** (1217-63), a grandson of Sverre, under whom Norway attained a high degree of prosperity. His father-in-law Skule Jarl, brother of King Inge, on whom he conferred the title of duke, proved his most serious opponent, but on the death of the duke in 1240 the civil wars at length terminated. New rights were soon afterwards conferred on the church, but of a less important character than those bestowed by Magnus Erlingsson, the clergy being now excluded from a share in the election of kings. The king also amended the laws and sought to extend his territory. Since the first colonisation of Iceland (874-930) the island had been independent, but shortly before his death Haakon persuaded the natives to acknowledge his supremacy. In 1261 he also annexed Greenland, which had been colonised by Icelanders in the 10th cent. and previously enjoyed independence, so that, nominally at least, his sway now extended over all the dioceses subject to the see of Throndhjem, including the Orkney and Shetland Islands, the Faroes, the Hebrides, and the Isle of Man. His claim to the Hebrides being disputed by Alexander III. of Scotland, he assembled a fleet for the purpose of asserting it, and set sail for the Orkney Islands, where he died in 1263. He was succeeded by his son *Magnus Lagabøter* ('betterer of laws'), who by the treaty of Perth in 1268 renounced his claims to the Hebrides and Man in return for a small payment from Alexander. In his reign, too, the Swedish frontier, long a subject of dispute, was clearly defined, and the relations between church and state were placed on a more satisfactory footing.

**Constitution.** From an early period Norway was divided into four large districts, each presided over by a *Thing* or *Lagthing* (*Løgthing*), a diet with judicial and legislative functions. The eight *Fylker* or provinces of Throndhjem sent representatives to the *Frostuthing*, so named from Frosten, the meeting-place of the diet, and to these were afterwards added *Helgeland*, *Namdalen*, *Nordmøre*, and *Romsdalen*. The *Gulathing*, in the Fylke of Gulen, embraced the Fylker of *Firda*, *Sygna*, and *Hørda*, to which *Rogaland*, *Agder*, and *Sondmøre* were afterwards added. The district of *Vigen* appears to have had a Thing of its own, which after the time of St. Olaf met at Sarpsborg and was called the *Borgarthing*; but from the 12th cent. onwards representatives were sent to this diet by *Ranríki*, *Vingulmørk*, *Vestvold*, and *Grenafylke* also. Lastly the mountain districts of *Heina*, *Hada*, and *Rauma*, held a diet called the *Heidsævisthing*, afterwards named the *Eidsifathing* from Eidsvold where it assembled. This diet, though separate from that of Vigen, was under the same law, which had been declared common to both by St. Olaf. A committee of each diet, called the *Løgretta*, chosen by the king's officers, performed the judicial duties of the diet, while the *Løgthing* itself exercised

jurisdiction over the diets held at irregular intervals in the different Fylker. Resolutions were passed by a majority of the peasantry at the diet. The four cities of *Thronthjem*, *Bergen*, *Tønsberg*, and *Oslo* each possessed a distinct *Løgthing*, the law administered by which was called 'Bjarkeyjarrettr'.

King Magnus proceeded to abolish these diets (in 1267 and 1268), but was prevented from finally accomplishing his object by the protest of Archbishop Jón Raudi at the diet of Frosten (1269). He then directed his attention to the amendment of the laws. In 1271 a code called *Järnsida* ('iron side') was completed, and in 1272-4 a new code was promulgated at the Frostuthing, which seems to have been immediately adopted by the other districts. In 1276 a new municipal law was introduced at Bergen and soon afterwards into the other towns also; and lastly the *Jónsbók*, a collection of the laws of the mainland, was compiled in 1280 and promulgated in Iceland. From these codes ecclesiastical law was excluded. Though each of them bears a distinctive name, such as 'Law of the Frostuthing', 'Town Laws of Bergen', etc., and is somewhat modified to suit the requirements of the district or town which adopted it, they substantially formed a single code for the whole kingdom. The whole country was now subject to the jurisdiction of the four diets, with the exception of Helgeland, Jemtland, and Herjedalen, which still formed independent districts. Meanwhile King Magnus concluded a *Concordat* with the church at Bergen in 1273 and another at Tønsberg in 1277, and at the same time sanctioned an ecclesiastical code drawn up by Archbishop Jón, wherein he renounced all control over ecclesiastical causes and over the election of prelates. Another interesting code of this period was the *Hirdskrau* ('law of servants', probably 1274-77), which affords an insight into the early condition of Norway.

Magnus Lagabøter died in 1280 and was followed by his son **Eric Magnusson** (d. 1299), who was succeeded by his brother **Haakon Magnusson** (d. 1319). Under these monarchs the concessions of Magnus to the church formed the subject of constant dispute, and it was not till 1458 that they were finally secured to the hierarchy by Christian IV. In their secular administration, however, the sons of Magnus experienced less difficulty. At first the functions of the *Løgthing* or diets had been deliberative, judicial and legislative, and those of the king executive only, but the constitution gradually assumed a more monarchical form. The first step was to transfer the judicial powers of the diets to officials appointed by the king himself. The *Løgmenn* ('lawyers') had originally been skilled assessors at the diets, elected and paid by the peasantry, but from the beginning of the 13th cent. onwards it was customary for the king to appoint them, and they became the sole judges of all suits in the first instance. In the

second or higher instance the diet was still nominally the judge, but it was presided over by the Løgmann and attended by others of the king's officials. The king himself also asserted a right to decide cases in the last instance, with the aid of a 'council of the wisest men'. The four ancient diets were thus in the course of time transformed into ten or twelve minor diets, presided over by Løgmenn.

At the same time great changes in the social and political system were effected. In accordance with the old feudal system, it had been customary for the kings to bestow temporary and revocable grants of land ('Veitsla', probably from *veilla*, 'to bestow') on their retainers and courtiers ('Hird'), on the understanding that the tenants ('Huskarlar') would administer justice, collect the taxes, and render military and other services. In some cases, too, a Jarl was appointed governor of a considerable district and invested with extensive powers and practical independence, and it was usual for the king to confirm the heirs of these officials and dignitaries in their respective lands and offices. All these minor jurisdictions, however, were abolished by Haakon Magnussøn (1308), who directed that all his officials should in future be under his own immediate control. Thus, by the beginning of the 14th cent., the Norwegian monarchs had attained a position of great independence, and had emancipated themselves alike from democratic and from aristocratic interference. The peasantry, however, always enjoyed greater freedom than in most other European countries, and possessed their lands in freehold, being themselves lords of a great part of their native soil; but they never attained to much wealth or importance, as the trade of the country from a very early period was monopolised by Germans and other foreigners. Of scarcely greater importance was the nobility of the country, their lack of influence being due to want of organisation and political coherence.

The **Intellectual Culture** of Norway during this period, as may be supposed, made no great progress. The Runic character had indeed been in use from the early Iron Period downwards, but it was merely employed for short inscriptions and rude registers of various kinds, and not for literary purposes. On the foundation of the archbishopric of Land, the Latin character was at length introduced, but before that period all traditions and communications were verbal, and it is mainly to the bards or minstrels ('Skáldskapr') that we owe the preservation of the ancient mythical and historical sagas or 'sayings'. About the year 1190 the Latin character began to be applied to the native tongue, both for secular and religious purposes. Of the exceedingly rich 'Old Northern' literature which now sprang up, it is a singular fact that by far the greater part was written by Icelanders. Among the most famous of these were *Ari Fróði* (d. 1148), the father of

northern history; *Oddr Snorrason* and *Gunnlaugr Leifsson* (d. 1218), the biographers of King Olaf Tryggvesson; the prior *Styrmir Kárason* (d. 1245), the biographer of St. Olaf; the abbot *Karl Jónsson* (d. 1212), the biographer of King Sverre; and lastly *Eiríkr Oddsson*, *Snorri Sturluson* (d. 1241), and *Sturla Thordarson* (d. 1284), who were both historians of the kings of Norway and zealous collectors of their own island lore. The bards attached to the Scandinavian courts were also generally Icelanders. To Norwegian authorship are traceable comparatively few literary works, the most important being juridical compilations, the 'King's Mirror', which affords an insight into the court-life and commercial transactions of the 13th cent., the 'Anekdoton Sverreri', a polemic in favour of the crown against the church, several ballads of the earlier Edda, and a number of romances translated from English and French. This poverty of the literature of the mainland is doubtless to be accounted for by the fact that it was constantly harassed by wars and intestine troubles at this period, while Iceland was in the enjoyment of peace. While, moreover, in Norway the clergy held themselves aloof from the people and from secular pursuits, and the nobles were busily engaged in fashioning their titles, their manners, and their costumes on the model of those of their more civilised neighbours, the Icelanders of all classes retained their national coherence in a far higher degree, all contributing with equal zeal to the patriotic task of extolling their island and preserving its ancient traditions.

### Sweden before the Union.

With regard to the early history of Sweden there exist no chronicles similar to those of the Icelanders and Norwegians. It is ascertained, however, that the country was partly evangelised in the 9th cent. by *Anskar* (d. 865) and other German missionaries, and by his successor *Rimbert* (d. 888). *Archbishop Unni* afterwards preached the Gospel in Sweden, where he died in 936, and after the foundation of several bishoprics in Denmark about the middle of the 10th cent., Sweden was visited by several other German and Danish missionaries. The secular history of the country is involved in much obscurity, from which, however, it to some extent emerges when it comes into contact with that of Norway. About the end of the 10th century *Olaf Skötkonung* ('tributary king') took part in the battle of Svold against Olaf of Norway and in the subsequent dismemberment of that country. He was afterwards compelled by his own peasantry to promise to come to terms with St. Olaf, and on his failure was threatened with deposition. He was then obliged to assume his son *Önund* as co-regent, and had to make peace with Norway about the year 1019. Olaf and Önund are said to have been the first Christian kings of Sweden. Önund was succeeded by his brother

*Emund* (d. 1056), the last of his royal house, on whose death hostilities broke out between the Götar, who were now inclined in favour of Christianity and the more northern and less civilised Svear, who were still sunk in paganism. *Emund* had been indifferent about religion, but his successor *Stenkil Ragnvaldsson* was a zealous Christian and was keenly opposed by the Svear. On the death of *Stenkil* about 1066 open war broke out between the Christian and the pagan parties. When his successor *Inge Stenkilsson* (d. 1112), in whose reign the archbishopric of Lund was erected (1103), forbade heathen sacrifices, the Svear set up his brother-in-law *Blot-Sven* as a rival king, but *Inge* and his nephews and successors, *Inge II.* (d. about 1120) and *Philip* (d. about 1130), succeeded in maintaining their independence. These dissensions greatly weakened the resources of the kingdom. *Stenkilsson* fought successfully against *Magnus Barfod* of Norway and acquitted himself honourably at *Kongshelle* (1101), but his successors often allowed the Norwegians to invade their territory with impunity.

On the death of *Philip*, *Magnus*, a Danish prince, and grandson of *Stenkilsson*, assumed the title of king in Götaland, but was defeated and slain in 1134 by *Sverker I.*, who had been elected king two years previously. *Sverker* was next opposed by *Erik Jedvardsson*, who was proclaimed king by the Svear, and on *Sverker's* death in 1156 this *Erik*, commonly called the 'Ninth' and surnamed the 'Saint', obtained undivided possession of the throne. *Eric*, a zealous churchman, converted the temple of *Upsala* into a Christian place of worship, and conquered and Christianised the S.W. part of Finland. In 1160 he was attacked and slain by *Magnus Henriksson*, a Danish prince, who laid claim to the throne, and who in the following year was defeated and slain by *Karl Sverkersson*. The latter in his turn was slain by *Erik Knutsson* in 1167, and the contest between the rival houses of *Sverker* and *Eric* lasted down to 1222. *Eric* died in 1195, his successor *Sverker Karlsson* in 1210, and *Jon Sverkersson*, the son of the latter and the last of his family, in 1222, whereupon *Erik Læspe* ('the lisping'), a son of *Eric Knutsson*, ascended the throne unopposed. Meanwhile the Svear, or Swedes in the narrower sense, had been converted to Christianity. The church was at first presided over by missionary bishops only, but in the reign of *Olaf Eriksson* a bishopric was erected at *Skara*, and under *Stenkil* another at *Sigtuna*. Under King *Sverker* a bishop of Öster-Götland was appointed, with his residence at *Linköping*, one for the diocese of Upper Sweden at *Upsala*, and others for *Södermanland* and *Vestermanland* at *Strögnäs* and *Vesterås*, while several monasteries were also founded. The primacy of Sweden was granted to *Archbishop Eskil* of *Lund* by *Hadrian IV.* (*Nicholas Breakespeare*) about the year 1154, but in 1163 was transferred to *Stephanus*, the newly created *Archbishop* of *Upsala*.

Eric Læspe, though respected by his subjects, was a weak prince. Long before his time the **Folkungar**, a wealthy family of Östef-Götland, had gradually attained to great power, and *Birger Brosa* (d. 1202), a member of the family, had obtained the title of Jarl or Duke of the Swedes and Götlanders. From an early period, moreover, intermarriages had taken place between the Folkungar and the royal families of Sweden, Norway, and Denmark. In 1230 an attempt to dethrone Eric was made by *Knut Jonsson*, a distant cousin of Birger, but Knut was defeated and slain in 1234, and his son was executed as a rebel in 1248. The position of the family, however, remained unaffected. **Birger Jarl**, a nephew of Birger Brosa, married Ingeborg, the king's sister, while Eric himself married a member of the Folkungar family (1243). Birger now became the real ruler of Sweden, the territory of which he extended by new conquests in Finland. On the death of Eric, the last scion of the house of St. Eric, without issue in 1250, *Valdemar*, Birger's son, was proclaimed the successor of his uncle. During Birger's regency the country prospered, but on his death in 1266 hostilities broke out between his sons. The weak and incapable Valdemar was dethroned by his brother **Magnus** (1275), whose vigorous administration resembled that of his father, and who maintained friendly relations with the Hanseatic League. He also distinguished himself as a lawgiver and an upholder of order and justice, and earned for himself the surname of *Ladulås* ('barn-lock', *i. e.* vindicator of the rights of the peasantry).

In 1290 Magnus was succeeded by his son *Birger Magnusson*, during whose minority the government was ably conducted by *Marshal Thorgils Knutsson*. but serious quarrels afterwards broke out between Magnus and his brothers, the dukes *Eric* and *Valdemar*. In 1304 the dukes were banished, and in 1306 the faithful marshal was executed by the king's order. Soon afterwards, however, the dukes returned and obtained possession of the king's person. After several vicissitudes, peace was declared and the kingdom divided among the brothers in 1310 and again in 1313. In 1318, however, the dukes were arrested, imprisoned, and cruelly put to death by their brother's order, whereupon Birger himself was dethroned and banished to Denmark (d. 1321). The following year *Magnus*, the infant son of Duke Eric, was elected king at the Mora Stones of Upsala (p. 351), while Magnus, Birger's son, was taken prisoner and executed. The first attempts to unite the Scandinavian kingdoms were made in the reign of Magnus Eriksson.

The **Constitution** of Sweden at first resembled that of Norway. The country was divided into districts, called *Land*, *Folkland*, or *Landskap*, each of which was subdivided into *Hundari* ('hundreds'), called in Götland *Härath*. Each 'Land' had its diet or

*Thing*, presided over by a *Lagman*, and each hundred had its *Härathsting*, whose president was called a *Domar* ('pronouncer of dooms') or *Härathshöfthing*. The Landsting exercised deliberative and judicial functions, and each had its own code of laws. Precedence among these diets was enjoyed by the Svea Thing or that of Upper Sweden, at which, although the monarchy was nominally hereditary, kings were first elected. After his election each new king had to swear to observe the laws, and to proceed on the 'Eriksgata', or a journey to the other diets, in order to procure confirmation of his title. Resolutions of the Svea Thing were even binding on the king himself. As the provincial laws differed, attempts to codify them were made in the 13th and at the beginning of the 14th cent., but with the consolidation of the kingdom these differences were gradually obliterated. The chief difference between Sweden and Norway was the preponderance of the aristocratic element in the former. From an early period, moreover, it had been usual to hold diets composed of the higher officials, the barons, prelates, and large landed proprietors, and to these after the close of the 13th cent. were added the *Lagmenn*. This aristocratic diet was farther enlarged by Magnus Ladulås (1280), who admitted to it all knights willing to serve him in the field, according to them the same exemption from taxation as that enjoyed by his courtiers and by the clergy. As no one, however, in accordance with a law of 1285, could attend these diets without a summons from the king himself, he retained the real power in his own hands and reserved a right to alter the laws with the advice of the diet. From an early period the *Lagman* and the *Härathshöfthing* had been the sole judges in lawsuits, and from the first half of the 14th cent. downwards they were proposed by the people, but appointed by the king. At the same time the king possessed a right of reviewing all judgments in the last instance. No taxes could be exacted or troops levied without the consent of the popular diets, and it therefore became customary as early as the 13th cent. for the kings to employ mercenary troops. — The privileges of the church were well defined, but less extensive than in Norway. The payment of tithes was compulsory, and in 1248 and 1250 the right to elect bishops was vested in the chapters, while all the clergy were prohibited from taking oaths of secular allegiance. At the same period the celibacy of the clergy was declared compulsory. As early as 1200 the clergy was declared amenable to the ecclesiastical jurisdiction only, and in some cases the church-courts could even summon laymen before them. On the other hand the supreme legislative power in church matters still belonged to the state, and parishes enjoyed the right of electing their pastor when no express right of patronage existed. — In the latter half of the 13th cent. the dignity of *Jarl* or earl was abolished, and the *Drotsäte* ('high steward'),

*Marsker* ('marshal'), and *Kanceler* ('chancellor') now became the chief officials of the crown. The rest of the aristocracy consisted of the courtiers and royal vassals, the barons and knights (*Riddare*), the esquires (*Sven af våpen, Væpnare*), and even simple freemen who were willing to render military service whenever required. Between all these and the peasantry there was a wide social gap.

The history of early Swedish **Literature** is well-nigh an absolute blank. The oldest work handed down to us is a compilation of the laws of West Götland, dating from the beginning of the 12th century. A few meagre historical writings in Latin, a work concerning the 'Styrlse kununga ok höfdinga' (the rule of kings and governors), and several translations of foreign romances also belong to this period.

### Transition to the Union.

On the death of Haakon Magnussøn of Norway in 1319 without male issue, he was succeeded by *Magnus Eriksson*, afterwards called **Magnus Smek** ('the luxurious'), the son of his daughter Ingeborg and the Swedish Duke Erik, and at that time a child of three years. On the banishment of King Birger in 1319 Magnus was also elected King of Sweden, so that the two crowns were now united, but it was arranged that each country should retain its own administration. The union, however, was not attended with happy results. At first Sweden was prudently governed by the regent *Mats Ketilmundsson*, and in 1332 the province of Skåne, which had been pledged to the Swedish Marshal von Eberstein by Erik Menved and Christopher II. of Denmark (1318), declared itself in favour of Magnus. The king, however, who soon afterwards assumed the reins of government, and his queen Blanche of Namur, were ruled by unworthy favourites and soon forfeited the respect of their people. A disastrous fire at Thronhjelm (1343), great inundations in the Guldal and Orkedal (1345), and above all the plague which swept away about two-thirds of the population (1349-50) aggravated the discontent of the Norwegians, who in 1350 elected *Haakon Magnusson*, the minor son of Magnus, regent of Norway, and in 1355 Haakon entered upon his functions, the province of Vigen and Iceland alone being reserved to his father. In Sweden Magnus consolidated the provincial laws and drew up a new municipal code in 1347, but here too he was overtaken by many troubles. The aristocracy resented his endeavours to restrain their excesses, the people were exasperated by the unsuccessful issue of his Russian campaigns (1348-49, 1350-51), the plague intensified their dissatisfaction in 1350, and lastly the king was excommunicated in 1358 on account of his failure to pay debts due to the pope. Eric, the king's son, took advantage of these troubles and assumed the title of king in 1356, but died in 1359. New disasters, however, soon followed.

In 1360 the Danes regained Skåne and in 1361 they took possession of the islands of Öland and Gotland. In 1363 Haakon married the princess *Margaret*, daughter of King Valdemar of Denmark, then eleven years old, a union which gave great offence to the Swedish nobles, who were farther exasperated by the reconciliation of Haakon with his father. Magnus now banished twenty-four of his most obnoxious opponents, who proceeded to Mecklenburg and offered the crown to *Albert*, second son of the duke and of Euphemia, a daughter of Duke Eric of Sweden.

*Albert* accordingly came to Sweden in 1363, and in 1365 Magnus and Haakon were defeated at Gäta, near Enköping, where the former was taken prisoner. In 1370-71 a rebellion in favour of Magnus took place in Upper Sweden, and in 1471 Haakon invaded the country with a Norwegian army, but peace was shortly afterwards concluded, and Magnus set at liberty on payment of a heavy ransom and on condition that he would not again lay claim to the Swedish crown. The death of Magnus in 1374 finally extinguished the hopes of those in favour of union. *Albert* was now compelled to place himself under the guidance of the powerful aristocratic party. In 1375 *Bo Jonsson*, the most powerful noble in Sweden, was appointed *Drost* or regent. Meanwhile the Norwegian nobility under King Haakon had attained to considerable independence, while in the towns the dominant party consisted entirely of Germans, whose proceedings were often most oppressive and tyrannical. Even in Sweden, in accordance with the municipal code of Magnus Smek, one-half of the burgomasters and civic authorities in every town was required to consist of Germans; and it may be here added that *Albert* chiefly owed his unpopularity to his partiality for German favourites.

In 1375 Valdemar IV. of Denmark died without male issue, and in the following year he was succeeded by *Olaf*, son of his daughter Margaret and Haakon, king of Norway. On the death of Haakon in 1380, *Olaf Haakonsson*, his only son, acceded to the throne of Norway also, thus uniting the crowns of Denmark and Norway.

*Olaf's* early death in 1387 dissolved this brief union, but within a few weeks his mother *Margaret* was proclaimed regent of Denmark, pending the election of a new king, while in Norway she was nominated regent in 1388 without any such limitation. At the same time, as it was deemed necessary to elect a successor to the throne from among the different competitors, the Norwegians appointed *Erik of Pomerania*, Margaret's nephew, heir to the crown, but under the condition that he should not ascend the throne during Margaret's lifetime. On the death of Bo Jonsson (1386), who had held two-thirds of Sweden in fief or in pledge, *Albert's* quarrels with his magnates broke out afresh, whereupon the malcontents proclaimed Margaret regent of Sweden also (1388), agreeing to accept the king whom she should nominate. Margaret

thereupon invaded Sweden and defeated Albert at Falköping (1389), taking him and his son prisoners. The war, however, still continued, and it was at this period that the Vitalien Brotherhood (1392) came into existence, originally deriving their name ('victuallers') from their duty of supplying Stockholm with provisions during the war. The city was at that time occupied by the German adherents of Albert, and these German 'victuallers' were in truth a band of lawless marauders and pirates. Peace was at length declared in 1395, and King Albert set at liberty on condition of his leaving the country. During the same year Erik was elected king of Denmark, and in 1396 of Sweden also, so that the three crowns were now united, and the three kingdoms ruled by the same regent. The following year Erik was solemnly crowned at Kalmar by a diet of the three nations. Lastly, in 1398, Margaret gained possession of Stockholm, the last stronghold of the German partisans of Albert. The union of the three kingdoms thus effected by Margaret, who is sometimes called the 'Northern Semiramis', lasted till the beginning of the 16th cent., when it was dissolved by the secession of Sweden, but Norway and Denmark remained united down to the year 1814.

### The Union.

Though nominally united and bound to make common cause against all enemies, the three kingdoms jealously maintained their respective forms of government. Margaret ruled over the three countries with wisdom and moderation, though harassed by many difficulties, and on her death in 1412 King Erik assumed the reins of government. Erik, whose queen was Philippa, daughter of Henry IV. of England, was a weak, incompetent, and at the same time a cruel prince. He wasted large sums of money in an attempt to recover Slesvig from the Counts of Holstein, who held it as a Danish fief, and who were supported by the Hanseatic League. Meanwhile Bergen was twice plundered by the Germans (1428 and 1429), who now became masters of that city, and in Sweden the people were most oppressively treated by Erik's German and Danish officials. In 1435, after a disastrous quarrel of twenty-three years, Erik was at length compelled to confirm the privileges of the Hanseatic League and to leave the Counts of Holstein in undisturbed possession of Slesvig. Exasperated by Erik's maladministration, by the debasement of the coinage, and other grievances, the Swedish peasantry, headed by **Engelbrekt Engelbrektsson**, a wealthy proprietor of mines, rebelled in 1433 and compelled Erik and his council to appoint *Karl Knutsson* regent of the kingdom (1436), shortly after which Engelbrekt was assassinated. In Norway also the oppressive sway of foreign officials caused great discontent and gave rise to a rebellion in 1436. Erik in despair retired to the island of Gotland, and in 1438 a number

of Danish and Swedish magnates assembled at Kalmar, where they drew up a new treaty of union, but without affirming that the three kingdoms were thenceforward to be ruled by one monarch. Lastly, in Denmark also a rebellion broke out, chiefly, however, against the nobility and the clergy, and the Danes were therefore compelled to seek for a new king.

In 1439 Denmark and Sweden formally withdrew their allegiance from Erik, and **Christopher of Bavaria** was elected in his stead, being afterwards proclaimed king of Norway also (1442). Erik spent ten years in Gotland where he supported himself by piracy, and ten years more in Pomerania, where he died in 1459.

The separate election and coronation of Christopher in the three countries shows that their union had ceased to exist in more than the name. The new king succeeded, however, in asserting his authority in every part of his dominions, although not without many sacrifices. In his reign Copenhagen was raised to the rank of the capital of Denmark. His plans for the consolidation of his power were cut short by his death in 1448, and the union was again practically dissolved. The Swedes now proclaimed **Karl Knutsson** king, while the Danes elected **Christian** of Oldenburg, a nephew of the Duke of Holstein and Slesvig. In 1449 Christian also succeeded by stratagem in procuring his election in Norway, but Karl Knutsson was proclaimed king and crowned by the peasantry. The following year, however, Karl renounced his second crown, and Christian was thereupon crowned at Throndhjem. Karl having rendered himself obnoxious to the clergy and others of his subjects in Sweden, Christian succeeded in supplanting him here also, and he was crowned king of Sweden in 1457. In 1460 Christian next inherited the duchies of Holstein and Slesvig from his uncle, but he was compelled to sign a charter declaring that he would govern them by their own laws and not as part of Denmark. The government of this vast empire was a task to which Christian proved unequal. Norway was plundered by Russians and Karelians and grievously oppressed by the Hanseatic merchants, who in 1455 slew Olaf Nilsson, governor of Bergen, and the bishop of the town, and burned the monastery of Munkeliv with impunity. In 1468 and 1469 he pledged the Orkney and Shetland Islands to Scotland, and caused great discontent by the introduction into Norway of Danish and German nobles, to whom he granted extensive privileges. Sweden, too, groaned under heavy taxation, and in 1464 recalled Karl Knutsson to the throne. He was soon banished, but in 1467 recalled a third time, and in 1470 he died as king of Sweden. In 1471 **Sten Sture, the Elder**, a nephew of Knutsson, and the guardian of his son, was appointed administrator, and the same year Christian was defeated at Stockholm, after which he made no farther attempt to regain his authority in Sweden. He died in 1481 and was succeeded in Denmark

by his son **Hans**, who was not recognised in Norway till 1483. Sten Sture sought to delay his election in Sweden, but as he had rendered himself unpopular by an unsuccessful campaign against the Russians in Finland, Hans took the opportunity of invading Sweden with a large army and succeeded in establishing his authority (1497). The king having been signally defeated at Hemmingstadt in 1500 in the course of his attempt to subdue the Ditmarschers, Sture was recalled, but Hans still retained Norway. Sture died in 1503 and was succeeded by *Svante Nielsson Sture* (d. 1512), whose successor was his son *Sten Sture the Younger* (d. 1520).

King Hans died in 1513, and was succeeded in Denmark and Norway by his son **Christian II.**, whom the Swedes declined to recognise. He was a man of considerable ability and learning, but self-willed, passionate, and cruel. In Norway and Denmark he effected several social reforms, protected the commercial, mining, and fishing interests, and sought to restrict the privileges of the Hanseatic merchants. Notwithstanding his strength of will, Christian was ruled by *Sigbritt*, a Dutchwoman, the mother of his mistress *Düveke* (d. 1517), even after the death of the latter, and the hatred of the aristocracy for this woman, who treated them with studied contempt, proved disastrous to Christian. In Sweden the family of *Trolle* had long been hostile to the *Sture* family, and when *Gustaf Trolle* was created archbishop of Upsala in 1515 he invited the Danes to aid him in deposing the administrator. Christian sent troops to the aid of the prelate, who was besieged in his castle of Stäket (p. 351), but the castle was taken and Trolle deprived of his dignities and confined in a monastery. In 1518 Christian himself undertook a campaign against Sweden without success, and perfidiously imprisoned *Gustaf Eriksson Vasa* and other Swedish hostages who had been sent to him. A third campaign in 1519 was more successful, and Sten Sture was defeated and mortally wounded at Bogesund in West Götland. The same year Christian gained possession of Stockholm, but his atrocious cruelty and injustice proved his ruin. After his coronation by Trolle he permitted that prelate and two others to prosecute their enemies before an arbitrarily formed ecclesiastical tribunal. They were found guilty of heresy, and on 8th Nov., 1520, executed along with several other persons. The 82 victims included two bishops, 13 royal counsellors and knights, and *Erik Johansson*, the father of Vasa. On the following day many similar executions of so-called rebels and heretics took place in other parts of Sweden, though on a smaller scale than the 'Blood-bath of Stockholm'.

The exasperation of the Swedes was aggravated by the imposition of a new tax and an attempt to disarm the peasantry, and the discontented populace soon found an able leader. This was the famous **Gustaf Vasa** (probably so surnamed from *vase*, 'a beam',

which the fascine in his armorial bearings resembled), who had been unjustly imprisoned by Christian, but escaped to Lübeck in 1519. In May, 1520, he returned to Sweden, and on hearing of the death of his father at the Stockholm Blood-bath he betook himself to Dalecarlia, where on former occasions Engelbrekt and the Stures had been supported by the peasantry. The rising began in 1521 and soon extended over the whole of Sweden. In August of that year Gustavus was appointed administrator at Vadstena, and in June 1523 he was proclaimed king at Strengnäs.

Sweden thus finally withdrew from the union, and Christian soon afterwards lost his two other kingdoms. His favour to the Reformation aroused the enmity of the church, and at the same time he attacked the privileges of the nobility. From the tenor of several provincial and municipal laws framed by the king in 1521-22 it is obvious that he proposed to counteract the influence of the clergy and aristocracy by improving the condition of the lower classes. Among several excellent provisions were the abolition of compulsory celibacy in the church and a prohibition against the sale of serfs. A war with the Lübeckers, who even threatened Copenhagen (1522), next added to Christian's difficulties, soon after which the Danes elected his uncle Frederick, Duke of Slesvig-Holstein, as his successor and renounced their allegiance to Christian. At length, after fruitless negotiations, Christian quitted Copenhagen in 1523 and sought an asylum in Holland. Nine years later, after an unsuccessful attempt to regain his throne, he was thrown into prison, where he languished for 27 years.

The condition of the **Constitution** during the union was far from satisfactory. The union existed in little more than the name. Each nation continued to be governed by its own laws, neither the troops nor the revenue of one could be employed for the purposes of either of the others, and no one could be summoned before any tribunal out of his own country. The supreme authority, next to that of the king, was vested in his council, which consisted of the prelates, a number of the superior clergy, and a fluctuating number of nobles nominated by the king, but not removable at his pleasure. In matters of importance the king could only act with the consent of his counsellors, and they were even entitled to use violence in opposing unauthorised measures. Nominally the church continued to enjoy all its early privileges, and the concessions made at Tønsberg in 1277 were expressly confirmed by Christian I. in 1458, but invasions of its rights were not unfrequent, and with its increasing solicitude for temporal power its hold over the people decreased. The church was most powerful in Norway and least so in Sweden, while with the influence of the nobility the reverse was the case. In Sweden the estates of the nobility enjoyed immunity from taxation, but Christian I. and his successors were obliged to relax this privilege.

The nobles also enjoyed jurisdiction over their peasantry, levying fines and imposing punishments at discretion (1483). The Norwegian nobles were less favoured; they had no power of levying fines from their tenantry, and their manor houses (*Sædegaarde*) alone were exempt from taxation. The position of the townspeople and the peasantry in Sweden gradually improved, and in 1471 Sten Sture ordained that the municipal authorities should thenceforward consist of natives of the country instead of Germans. In Norway, notwithstanding the opposition of several of the kings, the Hanse merchants still held oppressive sway in the chief towns; but the peasantry were never, as in Denmark, subjected to serfdom and compulsory services. They were generally owners of the soil they cultivated, while those who were merely tenants enjoyed entire liberty and were not *ascripti glebae* as in many other countries. In Sweden the compulsory services exigible from the peasantry by the lord of the soil were limited in the 15th cent. to 8-12 days, and those exigible by the king to 8 days. While this class enjoyed less independence than in Norway, it attained political importance and even admission to the supreme council at an earlier period, owing to the influence of Engelbrekt, the Stures, and other popular chiefs.

During the union **Literature** made considerable progress in Sweden, while in Norway it languished and became well-nigh extinct. In both countries the education of the clergy continued to be carried on in the monasteries and cathedral schools, but towards the close of this period universities were founded at *Upsala* (1477) and *Copenhagen* (1479), and gave rise to the publication of various learned treatises in Latin. Among the religious works of this period may be mentioned the revelations of *St. Birgitta* (d. 1373) and the 'Cronica Regni Gothorum' of *Ericus Olai* (d. 1486), both showing a tendency towards the principles of the Reformation. Whilst about the beginning of the 14th cent. the native literature of Norway became extinct, that of Sweden began to increase, consisting chiefly of religious writings, rhyming chronicles, ballads and compilations of laws. In Sweden, moreover, the national language, though not without difficulty, held its own against the Danish, while in Norway the 'Old Norsk' was gradually displaced by the tongue of the dominant race, and continued to be spoken in several impure and uncultured dialects by the peasantry alone.

#### Sweden after the Dissolution of the Kalmar Union.

The necessity of making common cause against Christian II., the deposed monarch of the three kingdoms, led to an alliance between *Gustavus Vasa* and Frederick I. of Denmark. Christian attempted an invasion of Norway in 1531-32, but was taken prisoner, and after Frederick's death (1533) the Lübeckers made an ineffectual attempt to restore the deposed king (1534-36). At

home Gustavus also succeeded in consolidating his power. The nobility had been much weakened by the cruel proceedings of Christian, while the Reformation deprived the church both of its power and its temporal possessions, most of which fell to the crown. By the diet of Vesterås (1527) and the synod of Örebro (1529) great changes in the tenure of church property and in ecclesiastical dogmas and ritual were introduced, and in 1531 Laurentius Petri became the first Protestant archbishop of Upsala. Lastly, at another diet held at Vesterås (1544), the Roman Catholic Church was declared abolished. At the same diet the succession to the throne was declared hereditary. Gustavus effected many other wise reforms, but had to contend against several insurrections of the peasantry, caused partly by his ecclesiastical innovations, and partly by the heaviness of the taxation imposed for the support of his army and fleet. Shortly before his death (in 1560), he unwisely bestowed dukedoms on his younger sons, a step which laid the foundation for future troubles.

His eldest son **Erik XIV.** (the number being in accordance with the computation of Johannes Magnus, but without the slightest historical foundation) soon quarrelled with his younger brother *John*, Duke of Finland, whom he kept imprisoned for four years. He was ruled by an unworthy favourite, named *Göran Persson*, and committed many acts of violence and cruelty. He persuaded his brother Duke Magnus to sign John's death-warrant, whereupon Magnus became insane. After the failure of several matrimonial schemes, of one of which Queen Elizabeth of England was the object, and after several outbursts of insanity, Eric married his mistress Katharine Mänsdatter (1567). The following year he was deposed by his brother, who ascended the throne as **John III.**, and after a cruel captivity of nine years was poisoned by his order in 1577 (see p. 358). John ingratiated himself with the nobility by rich grants of hereditary fiefs, and he concluded the peace at Stettin which terminated a seven years' war in the north (1563-70) and definitively severed Sweden from Denmark and Norway. Less successful was his war against Russia for the purpose of securing to Sweden the province of Esthland, but the province was afterwards secured to his successor by the Peace of Tensina (1595). John was married to a Polish princess and betrayed a leaning towards the Romish church which much displeased his subjects. After his death (1592) the religious difficulty became more serious, as his son and successor **Sigismund** had been brought up as a Roman Catholic in Poland, where he had been proclaimed king in 1587. *Duke Charles* of Södermanland, the youngest son of Gustavus Vasa, thereupon assumed the regency on behalf of the absent Sigismund, caused the Augsburg Confession to be proclaimed anew by a synod at Upsala (1593), and abolished Romish practices introduced by John. After confirming these proceedings,

Sigismund was crowned in 1594; but on his failure to keep his promises, his uncle was recalled to the regency (1595), and when Sigismund invaded Sweden in 1598 he was defeated by Charles and compelled to enter into a compromise at Linköping. Again breaking faith, he was formally deposed (1599), while Charles was appointed regent for life. After having prosecuted Sigismund's adherents with great harshness, and succeeded in preventing the recognition of Ladislaus, Sigismund's son, **Charles IX.**, assumed the title of king in 1604. His administration was beneficial to the country, and he was a zealous promoter of commerce, mining, and agriculture, but his wars with Russia and Denmark, which were unfinished at his death (1611), caused much misery.

His son and successor was *Gustavus II.*, better known as **Gustavus Adolphus**, the most able and famous of the Swedish kings. Though seventeen years of age only, he was at once declared major by the Estates. In 1613 he terminated the 'Kalmar War' with Denmark by the Peace of Knäröd, and in 1617 that with Russia by the Peace of Stolbova, which secured Kexholm, Karelen, and Ingermanland to Sweden. By the Treaty of Altmark in 1629 he obtained from Poland the cession of Livonia and four Prussian seaports for six years. At the same time he bestowed much attention on his home affairs. With the aid of his chancellor and friend *Axel Oxenstjerna* he passed codes of judicial procedure and founded a supreme court at Stockholm (1614-15), and afterwards erected appeal courts at Åbo, Dorpat, and Jönköping. In 1617 he reorganised the national assembly, dividing it into the four estates of Nobles, Clergy, Burghers, and Peasants, and giving it the sole power of passing laws and levying taxes. He founded several new towns, favoured the mining and commercial industries, extended the university of Upsala, and established another at Dorpat. At the same time he strengthened his army and navy, which he soon had occasion to use. In 1630 he went to Germany to support the Protestant cause in the Thirty Years' War, and after several brilliant victories and a glorious career, which raised Sweden to the proudest position she has ever occupied in history, he fell on 6th Nov., 1632, at the Battle of Lützen. The war was continued under his daughter and successor **Christina**, under the able regency of *Oxenstjerna*. In 1635, by another treaty with Poland, Livonia was secured to Sweden for 26 years more. War broke out with Denmark in 1643, but was terminated by the Peace of Brömsebro in 1645. At length, in 1648, the Thirty Years' War was ended by the Peace of Westphalia. These treaties secured to Sweden Jemtland and Herjedalen, the island of Gotland, the principalities of Bremen and Verden, part of Pomerania with Stettin and the islands of Rügen, Usedom, and Wollin, and the town of Wismar, besides a considerable war indemnity and other advantages. During the regency it was arranged that the royal council or cabinet

should consist of representatives of the supreme court of appeal, the council of war, the admiralty, the ministry of the interior, and the exchequer, presided over by the chief ministers of each department. The country was divided into 23 *Läne* and 14 *Lagsagor*, governed by *Landshöfdinge* and *Lagmän* respectively, which officials were to be appointed from the nobility. For these and many other reforms and useful institutions the country was indebted to the energy and enlightenment of Oxenstjerna. On the other hand, in order to fill the empty coffers of the state, it was found necessary to sell many of the crown domains, and to levy new taxes, and the evil was aggravated by the lavish extravagance of Christina and her favourites. Refusing to marry, and being unable to redress the grievances of her justly disaffected subjects, the queen in 1649 procured the election of *Charles Gustavus* or **Charles X.**, son of the Count Palatine John Casimir of Zweibrücken and a sister of Gustavus Adolphus, as her successor. By her desire he was crowned in 1654, whereupon she abdicated, quitted Sweden, and embraced the Romish faith. She terminated her eccentric career at Rome in 1689. Her successor endeavoured to practise economy, and in 1655 obtained the sanction of the Estates to revoke her alienations of crown property. War, however, interfered with his plans. John Casimir, king of Poland, son of Sigismund, now claimed the throne of Sweden, and compelled Charles to declare war against him (1655). After a time Russia, Austria, and Denmark espoused the cause of Poland, but Charles succeeded in gaining possession of Jütland and the Danish islands, and the Peace of Roeskilde (1658) secured to him Skåne, Halland, and Blekinge, but obliged him to cede the districts of Bohus and Thronhjelm to Norway. On a renewal of the war with Denmark, the Danes were aided by the Dutch, the Brandenburgers, the Poles, and the Austrians, who compelled Charles to raise the siege of Copenhagen, and on his sudden death in 1662 the Peace of Copenhagen was concluded, whereby the island of Bornholm was lost to Sweden.

Charles X. was succeeded by his son **Charles XI.**, a boy of four years, whose guardians endeavoured to make peace with foreign enemies. By the Peace of Oliva with Poland, Brandenburg, and Austria in 1660 the king of Poland finally ceded Livonia to Sweden and renounced his claim to the throne of Sweden, and by the Peace of Kardis with Russia in 1661 the Swedish conquests in Esthonia and Livonia were restored to Sweden; but little was done to remedy the internal disorders of the country. One of the few events worthy of record at this period was the foundation of the university of Lund in 1668. Meanwhile the excesses and arrogance of the nobility, the squandering of the crown revenues, and the imposition of heavy taxes threatened to ruin the country, and the regency even accepted subsidies from

foreign countries and hired out troops to serve abroad. At the age of seventeen Charles assumed the reins of government (1672). In 1674 he was called upon as the ally of France to take part in the war against Holland, Spain, and Germany, but the Swedish army was signally defeated at Fehrbellin by the Elector of Brandenburg. Hereupon the Danes declared war against Sweden, causing new disasters, but by the intervention of the French peace was again declared at Lund in 1679. The distress occasioned by these defeats and popular indignation against the nobility, who were now in possession of five-sevenths of the land in Sweden, and who did their utmost to reduce the peasantry to the condition of mere serfs, eventually served greatly to strengthen the king's position. At the diet of Stockholm in 1680, after stormy debates, it was determined to call the regency to account for their gross mismanagement of affairs, and the king was empowered to revoke the alienations made during his minority. The king was told that he was not bound to consult his cabinet, but to obey the laws, and that he was responsible to God alone. Another diet (1682) entrusted the king with the sole legislative power, merely expressing a hope that he would graciously consult the Estates. Charles was thus declared an absolute monarch, the sole right reserved to the diet being that of levying taxes. The king thereupon exacted large payments from his former guardians and exercised his right of revocation so rigidly that he obtained possession of about one-third of the landed estates in Sweden. The money thus acquired he employed in paying the debts of the crown, in re-organising his army and fleet, and for other useful purposes, while he proceeded to amend the law and to remedy ecclesiastical abuses. On his death in 1697 he left his kingdom in a strong and prosperous condition, and highly respected among nations.

Under **Charles XII.**, the son and successor of Charles XI., this absolutism was fraught with disastrous consequences. Able, carefully educated, energetic, and conscientious, but self-willed and eccentric, Charles was called to the throne at the age of fifteen and at once declared major. In 1699 Denmark, Russia, and Poland concluded an alliance against Sweden, which led to the great northern war. Aided by England, Holland, and the Duke of Gottorp and Hanover, Charles speedily compelled the Danes to conclude the Peace of Travendal (1700), defeated the Russians at Narva, took Curland from the Poles (1701), and forced Elector Augustus of Saxony to make peace at Altranstädt, whereby the elector was obliged to renounce the Polish crown. Meanwhile Peter the Great of Russia had gained possession of Kexholm, Ingermanland, and Esthonia. Instead of attempting to regain these provinces, Charles, tempted by a promise of help from Mazzeppa, a Cossack chief, determined to attack the enemy in another quarter and marched into the Ukraine, but was signally

defeated by the Russians at Pultava (1709), and lost nearly the whole of his army. He escaped into Turkey, where he was hospitably received by the Sultan Achmed III. and supplied with money. Here he resided at Bender, and induced the Sultan to make war against Russia; but when the grand vizier had defeated the Czar he was bribed by Katherine, the courageous wife of Peter, to allow him to escape. This exasperated Charles and led to a quarrel with the Sultan, who placed him in confinement. Meanwhile Denmark and Saxony again declared war against Sweden. Skåne was successfully defended against the Danes, but Elector Augustus reconquered Poland, and the Czar took possession of Finland. The resources of Sweden were now exhausted, and the higher nobility began to plot against the king. At length Charles effected his escape and returned to Sweden (1715), to find that England, Hanover, and Prussia had also declared war against him owing to differences regarding Stettin and the principalities of Bremen and Verden. Having succeeded with the utmost difficulty in raising money, Charles now invaded Norway with an army of raw recruits and laid siege to Fredrikshald, where he fell at the early age of thirty-six (1718), just at the time when his favourite minister Görtz was about to conclude a favourable peace with Russia. Brave, chivalrous, and at the same time simple in his manners and irreproachable in conduct, the memory of Charles is still fondly cherished by the Swedes. The short reign of absolutism (*Envåldstiden*) was now at an end, and we reach a period of greater independence (*Frihetstiden*; 1719-92).

Charles XII. was succeeded by his sister Ulrika Eleonora, who with the consent of the Estates resigned in favour of her husband **Frederick I.**, crown-prince of Hessen-Cassel. At the same time (1720) a new constitution was framed by the Estates. The supreme power was vested in the Estates, a secret committee consisting of members of the three upper chambers, and a council or cabinet of nine members of the committee, three from each estate, to be nominated by the king himself. The king's authority was limited to two votes at the diet and a casting vote in case of an equally divided assembly, and the cabinet was declared responsible to the diet. In 1719 peace was concluded with England, upon the abandonment of Bremen and Verden, and in 1720 with Prussia, to which Stettin and part of Pomerania were ceded; then with Poland and Denmark; and in 1721 with Russia, to which Livonia, Esthonia, Ingermanland, and the districts of Kexholm and Viborg in Finland had to be made over. The kingdom now enjoyed an interval of repose, a new code of laws was drawn up (1734), and efforts were made to revive commerce. The peace party was derisively called 'Nightcaps' (*nattmössor*), or simply 'Caps', while a warlike party which now arose was known as 'Hats' (*hattar*). In accordance with the counsels of the latter, war was proclaimed

with Russia, which soon led to the loss of Finland (1741). On the death of the queen without issue, Adolphus Frederick of Holstein-Gottorp, a relation of the crown-prince of Russia, was elected as Frederick's successor, on condition (Peace of Åbo; 1743) that the greater part of Finland should be restored. The remainder of Frederick's reign was tranquil, and he died in 1751.

The prerogatives of his successor, **Adolphus Frederick**, were farther limited by the Estates. An attempt on the part of the king to emancipate himself led to a confirmation of the existing constitution, and to a resolution that a stamp bearing the king's name should be impressed without his consent on documents approved by the Estates (1756). The court vainly attempted to rebel, and the king was bluntly reminded that the Estates had power to depose him. In 1757 the 'Hats' recklessly plunged into the Seven Years' War, and after an ignoble campaign peace was concluded at Hamburg in 1762. The 'Caps' were next in the ascendant, but the party disputes of this period were not conducive to national progress.

In 1771 Adolphus was succeeded by his son **Gustavus III.**, who by means of a preconcerted military revolution or *coup-d'état* (1772) succeeded in regaining several of the most valuable prerogatives of the crown, including the sole executive power, whereby the government was converted from a mere republic into a limited monarchy. The king used his victory with moderation, abolished torture, introduced liberty of the press, promoted commerce, science, and art, and strengthened the army. On the other hand he was extravagant and injudicious, and in 1788 committed the error of declaring war against Russia without the consent of the Estates. His officers refused to obey him, and his difficulties were aggravated by a declaration of war and invasion of Sweden by the Danes. Gustavus now succeeded, with the aid of the middle and lower classes, in effecting a farther change in the constitution (1798), which gave him the sole prerogative of making war and concluding peace, while the right of acquiring privileged landed estates (*frälsegods*) was bestowed on the peasantry. An armistice was concluded with Denmark, and the not unsuccessful hostilities with Russia led to the Peace of Värälä (1790), which precluded Russia from future interference with Swedish affairs. Shortly afterwards, on the outbreak of the French Revolution, the king proposed to intervene, together with Russia and Austria, in favour of Louis XVI. and proceeded to levy new taxes, whereupon the disaffected nobles entered into a new conspiracy against him, and in 1792 this chivalrous and enlightened, though sometimes ill-advised monarch, fell by the dagger of Captain Anckarström.

His son *Gustavus Adolphus* succeeded him as **Gustavus IV.**, under the regency of his uncle *Duke Charles of Södermanland*,

who avoided all participation in the wars of the Revolution. In 1800 Gustavus, in accordance with a scheme of his father, and in conjunction with Russia and Denmark, took up a position of armed neutrality, but Denmark having been coerced by England to abandon this position, and Russia having dissolved the alliance, Sweden was also obliged to yield to the demands of England. The king's futile dreams of the restoration of absolutism and his ill-judged and disastrous participation in the Napoleonic wars led to the loss of Wismar, Pomerania, and Finland, and to his defeat in Norway (1803-8). The country being now on the brink of ruin, the Estates caused Gustavus to be arrested, and formally deposed him and his heirs (1809). He died in poverty at St. Gallen in 1837. His uncle was now elected king as **Charles XIII.**, and a new constitution framed, mainly on the basis of that of 1772. Peace was now concluded at Frederikshamn with Russia (1809), to which the whole of Finland and the Åland Islands were ceded, with Denmark, and with France (1810), whereby Sweden recovered part of Pomerania. The king being old and childless, Prince Christian Augustus of Augustenburg, stadtholder of Norway, was elected crown-prince, but on his sudden death in 1810 the Estates elected *Marshal Bernadotte*, one of Napoleon's generals, who was adopted by Charles, assumed the name of *Charles John*, and embraced the Protestant faith. The crown-prince's influence was directed to military organisation. The lukewarmness of Sweden in maintaining the continental blockade led to a rupture with France, and during the war with Napoleon the Swedes concluded a treaty with the Russians at Åbo on the footing that the crown of Norway should be secured to Sweden (1812). England and Prussia having given the same assurance, Charles John marched with a Swedish contingent into Germany and assumed the command of the combined northern army which took part in the decisive struggle against Napoleon (1813). The crown prince's participation in the war was a somewhat reluctant one, but by the Peace of Kiel (1814) he succeeded in compelling Denmark to cede Norway to Sweden, while Denmark obtained possession of Swedish Pomerania and retained Iceland, Greenland, and the Faroes.

The frequent changes which took place during this period in the *Constitution* of Sweden have already been mentioned.

The **Intellectual Progress** of the country was greatly furthered by the Reformation. *Peder Månsson* (d. 1534), bishop of Vesterås, wrote works on the army, the navy, medicine, and other subjects in the mediæval style, while *Laurentius Petri* (d. 1573), *Laurentius Andreä* (d. 1552), and others translated the Bible into Swedish and wrote Protestant theological works in their native tongue. L. Petri and his brother *Olaus* (d. 1552) also wrote Swedish chronicles; *Archbishop Johannes Magni* was the author of a history of the kings in Latin, with a large admixture of the fabulous ele-

ment; and his brother *Olaus* wrote the often quoted '*Historia de Gentibus Septentrionalibus*'. An equally indiscriminate writer of history, and an author of dramatic and other works, was *Johan Messenius* (d. 1637). Even Gustavus Vasa had been anxious to preserve the purity of his native language, but it was not till the 17th cent. that scholars interested themselves in it. Queen Christina, a talented and learned princess, was a great patroness of literature. She invited foreign savants to her court (*Descartes*, *Grotius*, and others), as well as native authors, including *Johan Bureus* (d. 1652) and the versatile and distinguished *Göran Lilje* (ennobled as *George Stjernhjelm*; d. 1672). At this period, too (1658), *Jón Rugman* first called attention to the treasures of Icelandic literature, and antiquarian and historical research now came into vogue. *Stjernhöök*, the jurist (d. 1675), and *Widekindi* (d. 1678), *Verelius* (d. 1682), *Verving* (d. 1697), *Rudbeck* (d. 1702), and *Peringskiöld* (d. 1720), the historians, were meritorious writers of this school. Hitherto German influence had preponderated in Sweden, but about the middle of the 18th cent. a preference began to be shown for the French style. To this school belong *Olof von Dalin* (d. 1763), the poet and historian, and *Count Tessin* (d. 1770), a meritorious art-collector, and among the scholars of the same period were *Lagerbring*, the historian (d. 1787), *Johan Thre*, the philologist (d. 1780), and above all *Karl von Linné* (d. 1778), the famous botanist. The '*Vitterhets Akademi*' or 'academy of belles lettres' founded in 1753 was extended by Gustavus III. so as to embrace history and antiquities, and he also founded the Swedish Academy. To the academic school belonged *Kellgren* (d. 1795) and *Leopold* (d. 1829), but a far more popular poet, and one who repudiated all the traditions of French taste, was *Bellman* (d. 1795), the singer of sweet and simple ballads, whose '*Fredmans Epistlar*' was deemed worthy of a prize even by the Academy, and whose memory is still fondly cherished.

#### The Continued Union of Norway with Denmark.

When Sweden withdrew from the Kalmar Union (1523) Norway at first remained faithful to *Christian II.*, but Vincentius Lunge procured the election of *Frederick I.* (1524). This king's Protestant tendencies induced the Norwegians to re-elect *Christian II.* in 1531, when the deposed king appeared in Norway with an army, but he was treacherously arrested the following year and ended his life in captivity (see p. lxi). *Frederick* thus regained Norway and continued to prosecute the objects of the Reformation till his death (1533). The nobility and the Protestant party in Denmark elected his eldest son *Christian III.* as his successor, and the southern half of Norway under Lunge acquiesced. A rebellion of the northern provinces, which cost Lunge his life, was quelled, and the archbishop who had headed

it was obliged to quit the country. In 1536 Christian III. had promised the Danes to convert Norway into a Danish province, and he now abolished the council of state and otherwise partially kept his word. The doctrines of the Reformation permeated the country very slowly, but the dissolution of the monasteries and confiscation of church property were prosecuted with great zeal. The Norwegian towns now began to prosper and the trade of the country to improve, while the tyranny of the Hanse merchants at Bergen was checked by Christopher Valkendorff (1536). In 1559 Christian was succeeded by his son **Frederick II.**, in whose reign occurred the calamitous seven years' war with Sweden (1563-70), which sowed the seeds of national hatred between the countries, and caused the destruction of Oslo, Sarpsborg, and Hamar, the devastation of several agricultural districts, and the military occupation of others. At the same time the country was terribly oppressed by Frederick's officials, and he himself visited it once only. The sole benefit conferred by him on Norway was the foundation of Fredrikstad near the ruined town of Sarpsborg.

His son **Christian IV.** (1588-1648), on the other hand, visited Norway very frequently and was indefatigable in his reforms. He refused to grant fiefs in future to nobles who were not natives of Norway (1596), and he promulgated a Norwegian code (1604), which was a revised edition of the laws of 1274 translated into Danish. He also published an ecclesiastical code (1607), and took energetic measures to exclude Jesuits from the country. At the same time the army was improved, trade was favoured, the silver-mines at Kongsberg (1624) and the copper-mines of Røros (1645) were established, the towns of Christiania (1624) and Christiansand (1641) founded anew, and the Hanse factory at Bergen strictly controlled. All these benefits were outweighed by the disasters of the Kalmar War with Sweden (1611-13), during which the peasantry gained their famous victory over the Scottish auxiliaries under Col. Sinclair at Kringelen (p. 120), and particularly those of the Thirty Years' War in which Christian participated (1625-1629). A second war with Sweden (1643-45) terminated with the severance of Jemtland and Herjedalen from Norway.

New disasters befell Norway in the reign of his son **Frederick II.** (1648-70). The result of the participation of Denmark and Norway in the Swedish-Polish war was that Norway finally lost Båhus-Län, Idre, and Särna. During this war Halden earned for itself the new name of Fredrikshald by the bravery of its defenders. These misfortunes, however, led to a rupture with the existing system of government. On ascending the throne Frederick had signed a pledge which placed him in the power of the nobility, but during the wars the incompetency of the council of state, and the energy of the king and citizens in defending Copenhagen, had greatly raised him in the public estimation. At a diet

held at Copenhagen in 1660 the indignation of the clergy and burghers against the nobility burst forth, and they demanded the abolition of its oppressive privileges. It was next discovered that the pledge given by the king was subversive of all liberty and progress, the king and the lower Estates proceeded to declare the succession to the throne hereditary, and Frederick was empowered to revise the constitution. The result was that he declared the king alone to be invested with sovereign and absolute power, and to this document he succeeded privately in procuring the signatures of most of the members of the diet. This declaration became law in 1661, but was not actually promulgated till 1709. These great changes were on the whole beneficial to Norway. The country was at least now placed on an equality with Denmark, and the strict bureaucratic administration was preferable to the old evils of local tyranny and individual caprice. The supreme authority now consisted of the heads of the five government departments, presided over by the king, and the feudal lords with their local jurisdictions were replaced by crown officials.

Frederick's son **Christian V.** (1670-99) was not unsuccessful in the Skåne war against Sweden (1675-79), but his chief merit as regards Norway was the promulgation of a code (1687), based on the Danish code of 1683, and of a church ritual for both countries. The erection of the new counties or earldoms of Laurvig and Tønsberg, afterwards called Jarlsberg, and of the barony of Rosendal were unproductive of benefit to Norway. The unjust treatment of his minister *Griffenfeld*, who for a trivial offence suffered a cruel imprisonment for 22 years, forms a blot on this king's memory.

Christian V. was succeeded by his son **Frederick IV.** (1699-1730), in whose reign was waged the great northern war in which the Norwegian naval hero *Peter Vessel* (ennobled under the name of *Tordenskjold*) took a prominent part. The sole gain to Denmark by the Peace of Fredriksborg (1720) was the renunciation by Sweden of its immunity from Sound dues. The King husbanded his finances, but often procured money by discreditable means. He hired out mercenary troops, sold most of the crown-property in Norway, and granted a monopoly of the trade of Finmarken. These abuses, maladministration, and an attempt to alter the land laws so embittered the Norwegians that a union with Russia was actually proposed. In this reign a mission to Lapland was organised (1714), Th. v. Vesten being one of its chief promoters, and Hans Egede went as a missionary to Greenland (1721).

Under Frederick's son **Christian VI.** (1730-46) Norway was injuriously infected with German Puritanism, which enjoined the utmost rigidity of church observances and abstinence from all worldly amusements. Among the expedients used for reviving trade in Denmark was an oppressive enactment that S. Norway

should draw its sole corn supplies from that country. The fleet, however, was strengthened, an efficient militia organised, and education promoted. A long peace favoured the growth of commerce and navigation, and the 'Black Company' formed in 1739 furthered manufacturing industry.

In the reign of **Frederick V.** (1746-66) the grievous sway of Puritanism came to an end, and art and science were zealously cultivated. A mining school was founded at Kongsberg, and a mathematical school at Christiania, and at Throndhjem a useful scientific society was established by *Gunnerus*, *Schøningh*, and *Suhm*, a learned Dane (1760-67). The frontier between Norway and Sweden was measured and defined (1759), facilities were afforded to commerce, and skilled miners introduced from Germany. Complications with Russia connected with the affairs of Slesvig caused severe financial losses to Denmark and Norway, and the increased taxation provoked a revolt at Bergen, which, however, was soon quelled (1763). Notwithstanding these drawbacks, Norway prospered under the absolute monarchy, while Denmark languished. The king in Denmark, being separated from the lower classes by a wealthy and influential aristocracy, was unable effectually to redress their grievances, and they still groaned under the evils of serfdom and compulsory service. With the exception of Copenhagen, the towns were almost equally oppressed, and in 1769 the whole population of Denmark did not exceed 800,000 souls. In Norway, on the other hand, the peasantry enjoyed freedom, the towns had thrown off the oppressive Hanseatic yoke, and feudal jurisdictions were abolished, while complaints against officials were addressed to the king in person. A class of native officials had also sprung up, affording an additional element of security. While the population had numbered 450,000 only in 1664, it rose to 723,000 in 1769. Within the same period the number of Norwegian ships had increased from 50 to 1150. The peasantry had benefited greatly by the sale of the crown estates, and the trade of Norway now far surpassed that of Denmark. At the same time frequent intercourse with England and other foreign countries served to expand the Norwegian mind and to prepare the way for a period of still greater enlightenment and prosperity.

During the long reign of the imbecile **Christian VII.** (1766-1808) his authority was wielded by his ministers. *Struensee*, his German physician, was the first of these. His measures were those of an enlightened absolutism. He simplified judicial procedure, abolished torture, excluded the lackeys of noblemen from public offices, deprived the aristocracy of their privileges, bestowed liberty on the press, and husbanded the finances. The peremptory manner in which these and other reforms were introduced gave great offence, particularly as *Struensee* took no pains to conceal

his contempt for the Danes. Christian's stepmother accordingly organised a conspiracy against him, and he was executed in 1772. His successor was *Ove Guldberg*, a Dane, who passed a law that Danes, Norwegians, and Holsteiners alone should be eligible for the government service, and rescinded Struensee's reforms (1776). In 1780 an attitude of armed neutrality introduced by the able *Count Bernstorff* gave a great impulse to the shipping trade, but the finances of the country were ruined. In 1784 the *Crown-prince Frederick* assumed the conduct of affairs with Bernstorff as his minister, whereupon a more liberal, and for Norway in particular a more favourable era began. The corn-trade of S. Norway was relieved from its fetters, the trade of Finmarken was set free, and the towns of Tromsø, Hammerfest, and Vardø were founded. On a renewal of the armed neutrality (1800-1), England refused to recognise it, attacked Copenhagen, and compelled the Danes to abandon it. Six years later Napoleon's scheme of using Denmark's fleet against England led to a second attack on Copenhagen and its bombardment by the English fleet, which resulted in the surrender of the whole Danish and Norwegian fleet to England (1807). Denmark, allied with France, then declared war both against England and Sweden (1808), and almost at the same period Christian died.

On the accession of **Frederick VI.** (1808-36) the affairs of the kingdom were in a desperate condition. The English did not attack the country, but contented themselves with capturing as many Danish and Norwegian vessels as possible and ruining the trade of the country by blockading all its seaports. Owing to an over-issue of paper money the government was soon unable to meet its liabilities and declared itself bankrupt (1813). Meanwhile Norway was governed by a separate commission, presided over by *Prince Christian Augustus of Augustenburg* (1807), and was so well defended that it lost nothing by the peace of Jönköping (1809). The independence of the peasantry, the wealth of the burghers, and the success of their country in the war against Sweden naturally created in the minds of the Norwegians a proud sense of superiority over the unhappy Danes, while the liberality of their views widened the breach with a country still groaning under absolutism. A 'Society for the Welfare of Norway' was founded in 1810, and a Union with Sweden was warmly advocated, particularly by the talented Count Herman Wedel-Jarlsberg. The Danish government made some vain attempts to conciliate the Norwegians, as for example by the foundation of a university at Christiania (1811), which had been proposed so far back as 1661, but the Norwegians themselves provided the necessary funds. In concluding a treaty with the Russians in 1812, Sweden obtained their consent to its future annexation of Norway, and at the Peace of Kiel in 1814 the Danes were compelled to make the cession.

Frederick thereupon released the Norwegians from their allegiance to him, and the union of Norway with Denmark, which had subsisted for more than four centuries, was thus dissolved.

The **Literature** of Norway from the Reformation to the end of the union is inseparable from that of Denmark. As translators of old northern laws and sagas may be mentioned *L. Hanssøn* (d. 1596) and *P. C. Friis* (d. 1614), of whom the latter also wrote interesting works on Norwegian topography and natural history in his native dialect. *A. Pedersen* (d. 1574), of Bergen, was the author of a description of Norway and of the 'Chapter-book of Bergen'. The historian and topographer *J. Ramus* (d. 1718) and the poet *Peter Dass* (d. 1708), the still popular author of 'Nordlands Trompet', were also natives of Norway, while *T. Torfæus* (d. 1719), a famous historian of Norway, was an Iclander. By far the most important author of this period was *Ludvig Holberg* of Bergen (d. 1754), the poet and historian, whose 'Peder Paars', the 'Subterranean Journey of Nils Klim', and comedies have gained him a European reputation. Among later poets and authors *C. B. Tullin* (d. 1765), *J. H. Vessel* (d. 1785), *C. Fasting* (d. 1791), *E. Storm* (d. 1794), *T. de Stockfleth* (d. 1808), *J. N. Brun* (d. 1816), *J. Zetlitz* (d. 1821), and *C. Friman* (d. 1829) are noted for the national character and individuality of their writings, which are uninfluenced by the French and German taste then prevalent in Denmark. This national school was partly indebted for its origin to the foundation of the 'Norske Selskab' at Copenhagen in 1772, while the 'Lærde Selskab' of Thronhjelm, founded by *Gunnerus*, the naturalist (d. 1773), and *Schøningh*, the historian (d. 1780), promoted scientific research. On the whole, notwithstanding the want of good national schools, the Norwegian literature of this period ranks at least as high as the Danish.

### Union of Sweden and Norway.

After the Peace of Jönköping in 1809 Norway was governed by Prince Frederick of Hessen and afterwards by *Christian Frederick*, cousin of King Frederick and heir to his throne. Christian was a popular prince, and even after the terms of the Peace of Kiel had been adjusted he made an effort to secure the sovereignty of the country for himself. He summoned an assembly of notables to Eidsvold (Feb. 1814), stated the terms of the Peace of Kiel, which had not yet been published, and declared that he would assert his claim in spite of it. The assembly denied the right of the king of Denmark to hand over Norway to Sweden, but also declined to recognise the prince's hereditary claim. They, however, appointed him regent until a national diet should be summoned to consider the state of affairs. The king of Sweden promised the Norwegians a liberal constitution if they would submit to his authority; but his offer met with no response, the country eagerly prepared to

assert its independence, and a temporary government was constituted. On 10th April, 1814, the representatives of the country met at Eidsvold, a constitution framed chiefly by *K. M. Falsen* (d. 1830) was adopted on 17th May, and on the same day *Christian Frederick* was proclaimed king. *Count Wedel-Jarlsberg*, the most far-seeing of the Norwegian statesmen, who had urged a union with Sweden, was overruled on this occasion, but his object was soon afterwards attained. About the end of June ambassadors of the guaranteeing powers, Russia, England, Austria, and Prussia, arrived at Christiania to demand fulfilment of the Peace of Kiel and to recall the regent in the name of the king of Denmark. After fruitless negotiations and the outbreak of a war with Sweden, which was terminated by the Convention of Moss on 14th August, the Swedish regent temporarily recognised the new Norwegian constitution, and Christian summoned a Storting to meet at Christiania in October, to which he tendered his resignation, and immediately afterwards set sail for Denmark. He afterwards reigned over Denmark as Christian VIII. (1839-48). During the same month the Storting, though not without reluctance, affirmed the principle of union with Sweden, and several modifications were made in the Eidsvold constitution, and on 4th November **Charles** (XIII. of Sweden) was unanimously proclaimed king. On 10th November the crown-prince Charles John solemnly ratified the constitution at Christiania. With pardonable national pride, however, the Norwegians still observe the 17th of May, 1814, as the true date of their political regeneration.

At first as regent, and after the death of Charles XIII. (1818) as king of Norway (1818-44), *Charles John* or **Charles XIV.** had a difficult task to perform in governing two kingdoms to which a few years previously he had been an entire stranger, and with whose languages he was imperfectly acquainted. The internal affairs of both countries were, moreover, in an abnormally unsettled condition, and their finances were well-nigh ruined, while foreign states looked askance at the *parvenu* king and his almost republican kingdom of Norway. In 1815, however, the legislative authorities of the two kingdoms drew up a formal Act of Union, placing the connection of the countries on a satisfactory basis. By the sale of the island of Guadeloupe to England the king was enabled to pay part of the national debt of Sweden, and he adopted other wise financial measures. Among other serious difficulties was that of calling in the unsecured Danish banknotes still circulating in Norway, a task which occasioned heavy sacrifices, and at the same time a bank was founded at Throndhjem (1816). In 1821 a new burden was imposed by the unlooked for liability of Norway for part of the national debt of Denmark, while the introduction of a new educational system and other reforms was attended with great expense. About this period the king displeased his

democratic Norwegian subjects by opposing their abolition of titles of nobility (1821), by attempts to enlarge the prerogatives of the crown and to obtain for it the absolute right to veto the resolutions of the Storting (1824), by appointing Swedish governors of Norway, and by yielding to what were considered the unjust demands of England in consequence of a fracas at Bodø. On the other hand, by dint of rigid economy, sound administration, and the legalised sale of church property for educational purposes (1821), and owing to good harvests and successful fisheries, the prosperity of the country rapidly improved, while the king's firmness of character and his self-denial in renouncing his civil list for a period of ten years in order to assist in paying the national debt justly gained for him the respect and admiration of his people. From 1836 onwards the highest offices in Norway were filled with Norwegians exclusively, and a new communal code (1837), penal code (1842), and other useful laws were passed. — In Sweden the French revolution of 1830 caused a great sensation and led to a fruitless demand for the abolition of the existing constitution. A conspiracy in favour of Prince Vasa (1832) and several riots in Stockholm (1838) were also unsuccessful. On the other hand the king earned the gratitude of his Swedish subjects by the zeal with which he promoted the construction of new roads and canals, particularly that of the Göta Canal, and furthered the interests of commerce and agriculture, and at the time of his death the internal affairs of both kingdoms rested on a sound and satisfactory constitutional basis.

The administration of his son **Oscar I.** (1844-59) was of a still more liberal and enlightened tendency. This gifted and highly educated monarch thoroughly remodelled the law of succession (1845) and the criminal code (1854) of Sweden, and abolished the monopolies of guilds, but he was unsuccessful in his attempts to procure a reform of the constitution (1845 and 1850-51). On his accession the king rendered himself popular in Norway by presenting it with an appropriate national flag, and he was afterwards a scrupulous observer of the constitution of that country. At the same time the population and wealth of Norway now increased rapidly. His temporary interposition in the German and Danish war regarding Slesvig, which led to the Armistice of Malmö (1848) and afterwards to the occupation of Northern Slesvig by Swedish and Norwegian troops, was regarded with favour in both of his kingdoms, where patriotic Scandinavian views were then in the ascendant.

Oscar's eldest son **Charles** (XV. of Sweden; 1859-72), a highly popular, though pleasure-loving monarch, who was endowed with considerable artistic and poetical talent, inaugurated the present representative constitution of Sweden in 1865, while in Norway the triennial Storting was made annual (1869). In both countries the principle of religious equality was extended, new railways

and roads constructed, and other reforms introduced. A threatened conflict between the representatives of the two countries was averted through the king's influence, and to his wisdom was due the neutrality observed during the German and Danish war of 1863 and the Franco-German war of 1870-71, although his subjects warmly sympathised with the Danes in the one case and with the French in the other.

In 1872 Charles was succeeded by his brother, the present king **Oscar II.**, a gifted prince, endowed like his father and elder brother with considerable taste for science, poetry, and music. Materially and intellectually his kingdoms have recently made rapid strides. Latterly the radical and republican movement has gained considerable ground in Norway, where it has been accompanied by a strong ultra-nationalistic spirit, revealing itself largely in a revulsion of feeling against the union with Sweden.

In both kingdoms the field of **Literature** has been most sedulously cultivated during the present century. In **SWEDEN** there existed an academic and a neutral school, both of which, as for example *Franzén* (d. 1847), were more or less influenced by French taste, while a romantic school with German proclivities, called 'Phosphorists' from their 'Phosphorus' periodical, was represented by *Hammaršköld* (d. 1827), *Atterbom* (d. 1855), and *Palmblad* (d. 1852). Akin to the latter, but of more realistic and far more national tendency, is the so-called 'Götisk' school, to which belong the eminent historian *E. G. Geijer* (d. 1847), the great poet *Esaias Tegnér* (d. 1846), and the poet, and inventor of the Swedish system of sanitary gymnastics, *P. H. Ling* (d. 1839). An isolated position, on the other hand, is occupied by *K. J. L. Almqvist* (d. 1866), an author of fertile imagination, but pernicious moral tendencies. To the highest class of modern Swedish authors belongs the patriotic Finn, *J. L. Runeberg* (d. 1877), of whose noble and genial poetry 'Faurik Stål's Sägner' afford an admirable example. As popular authoresses, though inferior to some of their above-mentioned contemporaries, we may mention *Frederica Bremer* (d. 1865) and *Emilie Flygare-Carlén*. Pre-eminent among scientific men are *J. J. Berzelius*, the chemist (d. 1848), *E. Fries*, the botanist (d. 1878), *K. A. Agardh*, the botanist and statistician (d. 1859), and *Sven Nilsson*, the venerable zoologist and antiquarian (b. 1787). Among modern historians may be mentioned *A. M. Strinnholm* (d. 1862), *A. Fryxell*, *F. F. Carlson*, *K. G. Malmström*, *C. T. Odhner*, *H. Reuterdal* (church history; d. 1870), and *C. J. Styter* (legal history); and to this period also belong *B. E. Hildebrand* and *R. Dybeck*, the antiquarians, *J. E. Rietz*, the philologist, and *C. J. Boström*, the philosopher. — In **NORWAY**, whose literature since 1814 has assumed a distinct national individuality, and though written in Danish has adopted a considerable number of words and idioms

peculiar to the country, the poets *H. Wergeland* (d. 1845) and *J. Velhaven* (d. 1873) occupy the foremost rank. Of the still living poets and novelists *Bjørnstjerne Bjørnson*, *H. Ibsen*, and *J. Lie*, the two former in particular have earned a well-merited reputation far beyond the confines of Norway. Of high rank among scientific men are *N. H. Abel*, the mathematician (d. 1829), *C. Hansteen*, the astronomer (d. 1873), and *M. Sars* (d. 1869) and his son *O. Sars*, the naturalists. Eminent historians are *R. Keyser* (d. 1864), *P. A. Munch* (d. 1863), *C. C. A. Lange* (d. 1861), and the still living *O. Rygh*, *E. Sars*, *L. Daae*, and *G. Storm*; distinguished jurists, *A. M. Schweigaard* (d. 1870), *F. Brandt*, and *T. H. Aschehoug*; philologists, *S. Bugge*, *C. R. Unger*, *J. Storm*, and the lexicographer *Ivar Aasen*; meritorious collectors of national traditions, *M. B. Landstad*, *J. Moe*, and particularly *P. C. Asbjørnsen*. *H. Steffens*, the philosopher and poet (d. 1845), and *C. Lassen*, the Sanscrit scholar (d. 1876), were Norwegians who spent the greater part of their lives in Germany.

Lastly, in the province of **Art**, we may mention the Norwegian painters *Tidemand* (d. 1877) and *Gude* (b. 1825), and the Swedish sculptors *Byström* (1848) and *Fogelberg* (d. 1854), but a glance at the galleries of Stockholm and Christiania will show that the list might easily be extended.

Chronological Table.

NORWAY.		SWEDEN.	
<i>Ynglingar Line.</i>		<i>Ragnar Lodbrok's Line.</i>	
Harald Haarfagre . . .	(?)860-933		
Erik Blodøks . . . . .	930		
Haakon Adelstensfostre, 'the Good' . . . . .	935		
Harald Graafeld . . . . .	(?)961-975		
Haakon Jarl . . . . .	(?)975		
Olaf Tryggvason . . . . .	995	Erik 'VII.' Sejersæl . . . . .	(d.)995
		Olaf Skøtkonung . . . . .	995
Erik and Svejn, Jarler . . . .	1000		
Olaf Haraldssøn, 'the Saint' .	1015	Anund (Önund) Jakob . . . .	1021
Svejn Knutssøn . . . . .	1030		
Magnus Olafssøn, 'the Good' .	1035		
Harald Sigurdssøn Hardraade	1046	Emund Slemme . . . . .	(?)1050
		<i>Stenkil's Line.</i>	
Olaf Haraldssøn Kyrre . . . .	1066	Stenkil . . . . .	(?)1056
Magnus Olafssøn Barfod . . .	1093	Inge I. Stenkilsson . . . . .	1066
Olaf Magnusson . . . . .	1103-16		
Øystejn Magnusson . . . . .	1103-22	Philip Hallstensson . . . . .	1111-19
Sigurd Jorsalafarer . . . . .	1103-30	Inge Hallstensson . . . . .	(?)1111-28
		<i>Sverker's Line.</i>	
Magnus Sigurdssøn Blinde . . .	1130-35		
Harald Magnusson Gille . . . .	1130-36	Sverker Kolsson . . . . .	1132
Sigurd Haraldssøn Mund . . . .	1136-55		
Inge Haraldssøn Krokryg . . .	1136-61		
Øystejn Haraldssøn . . . . .	1142		
Haakon Sigurdssøn Herdebrede	1157	Erik IX. Jedvardsson, 'the Saint'	1150
Magnus Erlingssøn . . . . .	1161	Karl VII., Sverkersson . . . .	1160

# CHRONOLOGICAL TABLE.

NORWAY.		SWEDEN.	
Sverre Sigurdssøn . . . .	1177	Knut Eriksson . . . . .	1167
Haakon Sverressøn . . . .	1202	Sverker Karlsson . . . . .	1195
Guttorm Sigurdssøn . . . .	1204		
Inge Baardssøn . . . . .	1204	Erik X. Knutsson . . . . .	1210
Haakon Haakonssøn, 'the Old'	1217	Johan Sverkerssøn . . . . .	1216
		Erik XI., Eriksson Læpe . .	1222
		<i>Folkungar Line.</i>	
Magnus Haakonssøn Lagabøter	1263	Valdemar Birgerssøn . . . .	1250
Erik Magnussøn . . . . .	1280	Magnus Ladulås . . . . .	1276
Haakon V., Magnussøn . . .	1299	Birger Magnussøn . . . . .	1290
Magnus Erikssøn, 'Smek' . .	1319	Magnus Eriksson, 'Smek' . .	1319
		<i>Other Lines, and Administrators. *</i>	
Haakon VI., Magnussøn . . .	1355	Albert of Mecklenburg . . .	1363
Olaf Haakonssøn, 'the Young'	1381		
		SWEDEN WITH DENMARK AND NORWAY.	
Margaret, 'Valdemarsdatter' .	1387	Margaret . . . . .	1387
		SWEDEN.	
DENMARK AND NORWAY.		Erik XIII. of Pomerania . .	1396
Erik of Pomerania . . . . .	1389	Karl Knutsson, Administrator	1436
Christopher of Bavaria . . .	1442	Christopher of Bavaria . . .	1441
Karl Knutssøn . . . . .	1449	Karl VIII., Knutsson . . . .	1448
Christian I. . . . .	1450	Christian I. . . . .	1457
		Karl VIII., Knutsson . . . .	1464
		Sten Sture, Administrator . .	1471
Hans . . . . .	1483		
Christian II. . . . .	1513	Svante Nilsson . . . . .	1504
		Sten Sture the Younger . . .	1512
		Christian II. . . . .	1520
		<i>The Vasa Line.</i>	
Frederick I. . . . .	1524	Gustavus Vasa . . . . .	1523
Christian III. . . . .	1537		
Frederick II. . . . .	1559	Erik XIV. . . . .	1560
		John III. . . . .	1568
Christian IV. . . . .	1588	Sigismund . . . . .	1592
		Charles IX. . . . .	1604
		Gustavus Adolphus . . . . .	1611
		Christina . . . . .	1632
Frederick III. . . . .	1648		
		<i>Palatinate Line.</i>	
		Charles X. . . . .	1654
		Charles XI. . . . .	1660
Christian V. . . . .	1670		
Frederick IV. . . . .	1699	Charles XII. . . . .	1697
Christian VI. . . . .	1730	Frederick of Hessen . . . .	1718
Frederick V. . . . .	1746		
		<i>Holstein Line.</i>	
Christian VII. . . . .	1766	Adolphus Frederick . . . .	1751
Frederick VI. . . . .	1808	Gustavus III. . . . .	1771
Christian Frederick . . . .	1814	Gustavus IV. . . . .	1792
Charles (XIII.) . . . . .	1814	Charles XIII. . . . .	1809
Charles (XIV.) John . . . .	1818		
Oscar I. . . . .	1844	<i>Bernadotte Family.</i>	
Charles (XV.) . . . . .	1859	Charles XIV. . . . .	1818
Oscar II. . . . .	1872	Oscar I. . . . .	1844
		Charles XV. . . . .	1859
		Oscar II. . . . .	1872

# 1. Christiania and Environs.

**Arrival.** The large steamers from London, Hull, Hamburg, etc., usually land their passengers at the Toldbodbrygge or the Jernbanebrygge, the two principal quays near the Custom House (Pl. D, E, 7). Porterage from the steamer, on board of which luggage is slightly examined, to one of the principal hotels: 30 ø. for 60lbs. or under, 40 ø. for 60-110lbs. (only porters with numbers should be employed). Cabs, see below. — Travellers by railway from Sweden arrive at the *Øst- or Hovedbanegaard* (Pl. D, 6), where luggage is slightly examined, and from Drammen at the *Vestbanegaard* (Pl. B, 7). Porterage and cabs thence to the hotels, see above.

**Hotels.** \*VICTORIA (Pl. h: C, D, 7), at the corner of the Raadhus-Gade and Dronningens-Gade, a large, old-established house; \*GRAND HOTEL (Pl. B, C, 6), Karl-Johans-Gade, well situated at the E. end of the Eidsvolds-Plads, D. at 2½ p.m., 3 kr.; \*HOTEL SKANDINAVIE (Pl. f: C, D, 6), at the corner of the Karl-Johans-Gade and the Dronningens Gade, very central; \*ROYAL HOTEL (Pl. e: D, 6), Jernbane-Torv, R. 3 kr., B. 80 ø., D. 3 kr.; BRITANNIA (Pl. a: D, 7), at the corner of the Toldbod-Gade and Store Strand-Gade, smaller, the nearest to the quay, well spoken of. Charges at these about the same: R. from 2, B. 1-2, D. 3 3½, L. and A. 1 kr. — ANGLETERRE (Pl. b: C, 7), at the corner of the Raadhus-Gade and the Kongens-Gade; — KONG KARL (Pl. d: D, 6), Jernbane-Torv; KONG OSCAR, near the Vestbanegaard. Charges at these: R. 1½, B. 1, D. 2 2½ kr. — *Hotels Garnis, CH. KNUDSEN*, Tordenskjolds-Gade 8, near the Eidsvolds-Plads, well spoken of (landlord speaks English); JENNY SANDBERG, Karl-Johans-Gade 33, near the Grand Hotel.

**Restaurants.** At the hotels; \*Christoffersen, corner of Bankplads and Kirke-Gade; *Tivoli* (see below). — **Café** at the Grand Hotel (see above). — **Confectioners.** \*Baumann, Øvre Slots-Gade 10; Günther, Kirke-Gade 16.

Cabs. The drivers are called 'Vognkønd':	1 Horse; 1 Pers.	2 Horses; 1-2 P.
Per drive within the town . . . . .	— 40 ø.	— 80 ø.
"    in the suburbs . . . . .	— 80 -	1 kr. 20 -
For each additional person . . . . .	— 20 -	— 20 -
Per hour within the town and its immediate environs . . . . .	1 kr. 20 -	2 kr. —
For each additional person . . . . .	— 30 -	— 30 -

At night (11 p.m. to 8 a.m. from 1st May to 30th Sept.; 10 p.m. to 9 a.m. during the rest of the year), the fares are for one-horse cabs 80 ø. (20 ø. for each additional person), and for two-horse cabs 1 kr. 20 ø. (30 ø. for each additional person). In one-horse cabs 50lbs. of luggage, in two-horse cabs 100lbs. are carried free.

**Tramway (Sporvogn).** From the *Stor-Torv*, or principal market-place adjoining Vor Frelzers Kirke, to the *Vestbanegaard* (W.), *Homansby* (N.W.), *Grønertøkken* (N.E.), and *Oslo* (S.E.), every 5 or 10 min. from about 8 a.m. to 10 p.m. on week-days, and from about noon to 10 p.m. on Sundays. Fare for each of these trips 15 ø. — As there are no conductors, each passenger drops his fare into an ingenious box placed near the driver. The coins fall on a slide where they are seen through a pane of glass by the driver, who then tilts them into the box below. The drivers give change, but have no access to the money-box. This system, the success of which depends to some extent on the honesty of the passengers, works well where the traffic is inconsiderable. It is used on the smaller cars at Stockholm also.

**Post and Telegraph Offices** at the corner of the Kirke-Gade and Karl-Johans-Gade (Pl. C, 6). *Post-Office* (Pl. 27) open from 8 a.m. to 7.30

p.m.; Sundays 8-10 a.m. and 5-8 p.m. *Telegraph Office* (Pl. 32), open daily from 7 a.m. to 9 p.m.; open at night also for foreign telegrams.

**Banks** (open 10-2). *Norske Credit-Bank*, at the corner of the Kirke-Gade and Prindsens-Gade; *Christiania Bank and Credit-Kasse*, Torvet, W. side; *Norges Bank*, Bank-Plads; *Th. Joh. Heftye & Son*, Toldbod-Gade 20; *N. A. Andresen & Co.*, Kirke-Gade 6. At any of these circular notes may be changed.

**Consulates.** American: Torvet 2; consul, *Mr. Gerhard Gade*. British: Kirke-Gaden 36; consul-general, *Mr. Th. Mitchell*.

**Shops.** Booksellers: *Alb. Cammermeyer*, Karl-Johans-Gade 33 (publisher of 'Norges Communicationer' and of 'Nissen's Reisekart over Norge', see p. xxviii); *Dybwad*, opposite the Post-Office (p. 4); *Aschehoug*, Karl-Johans-Gade 43; *Huseby & Co.*, Karl-Johans-Gade 39. — Jewellers (noted for filigree and enamel work): *J. Tostrup*, Kirke-Gade 20 (from summer 1886, at Karl-Johans-Gade 25, opposite the Storthing); *Thune*, Karl-Johans-Gade, S. side, near the Øvre Slots-Gade; *D. Andersen*, opposite Tostrup's, Kirke-Gade 19, cheaper. — Art-dealers and Music-sellers: *Blomkvist*, Karl-Johans-Gade 41 (pictures by Norwegian artists); *Abel*, Prinsses-Gade 11 (photographs and engravings). — Antiquities: *Gram*, Torvet 11b, dear. — Fancy Articles: *Vollmann*, Kongens-Gade 22. — Travelling Requisites: *W. Schmidt*, agent of the Turist-Forening, Kirke-Gade 21; *Støren*, corner of Grændse-Gade and Akers-Gade, cheaper. — Stationery, Photographs, etc.: *Olsen*, Karl-Johans-Gade, near the Høtel Skandinavia; *Grønvold*, Kongens-Gade 29; *Andvord* (best photographs), opposite the post-office, near Dybwad's (see above). — Preserved meats, etc.: *E. Lexow & Co.*, Toldbod-Gade 8; *C. J. Christophersen & Co.*, under the Høtel Skandinavia; *Bergwitz*, Øvre Slots-Gade; *Chr. Magnus*, Karl-Johans-Gade 33, near the Grand Hotel. — Shoemaker: *Solberg*, Karl-Johans-Gade, near the Skandinavia. — Travelling requisites of all kinds may also be purchased of *Mr. T. Bennet*, Store Strand-Gade 17.

**Turist-Forening** (see Introd. iv.). Secretary, *Mr. H. R. Østgaard*, Rigsarkivet (in the building of the Storthing, p. 6).

**Newspapers** at the principal hotels, and at the *Athenæum* (p. 6), Akers-gaden, at the back of the Storthings Building, a reading-club to which travellers are admitted for a fortnight when introduced by a member.

**Baths.** *Kristiania-Bad*, at the corner of Munkedamsvejen and Ringsgangen, diagonally opposite the University, with modern appliances, Roman baths &c.; *Badeanstalt* (Pl. C, D, 5), Torv-Gaden. — Baths in the Fjord: *Hygge* (20 ø.) and *Sølyst* (15 ø.), for swimmers. The baths at *Bygdø* (p. 11) are more esteemed on account of the greater purity of the water. The water is almost entirely fresh. The rise and fall of the tide averages 1-2 ft. only.

**Theatres.** *Kristiania-Theater* (Pl. 33; C7), at the S. end of the Kirke-Gade, usually closed in summer. Boxes 2½ kr., pit 1 kr. 60 ø. — At the *Tivoli* (formerly *Klingenberg*, Pl. B, 7; with a restaurant), in the Eidsvolds-Plads, nearly opposite the University, concerts and theatrical performances take place daily (sometimes operas); admission ½-1 kr. — *Military Music* daily at 2-3 p.m. (Sun. 12.30 to 1.30), and occasionally in the evening, in the Studenterlunden (Pl. B, 6), the promenades opposite the University (refreshments in the Pavilion).

**Steamers** to *London*, on alternate Thursdays; to *Hull* on Fridays; to *Glasgow* once a fortnight (cabin fare 3gs., return 4gs.); to *Gothenburg* five times, and to *Copenhagen* thrice weekly direct, and once touching at *Fredriksborg*; to *Christianssand* daily; to *Bergen* five times weekly; to *Thorndhjem* four times weekly; to *Hamburg*, *Amsterdam*, *Antwerp*, &c. All these vessels start from the Toldbodbrygge, the Fastningsbrygge, or the Jernbanebrygge (Pl. D, E, 7). — Small steamers ply from the Jernbanebrygge to *Moss*, *Horten*, *Fredrikstad*, *Fredrikshald*, *Tønsberg*, and the islands in the *Bundefjord*; and also from the Pipervik (Pl. A, B, 8) to *Fredriksborg* on the Ladegaardsø, once or oftener daily, affording pleasant excursions. — For these, besides a number of other steamers to places on the fjord, Drammen, etc., see 'Norges Communicationer'.









**Small Boats** may be hired of the '*Fargemand*' on the Pipervik and at the Baadforening by the fortress for 1 kr. 20 ø. per hour. An excursion may be made by boat to the *Hovedø*, with its scanty monastery ruins, to visit which (strictly speaking) permission from the commandant of the fortress is required (p. 11).

**English Church Service** in the *Festsal* of the University, S.E. wing. Resident chaplain (Rev. Austin West).

**Principal Attractions.** Walk or drive from the *Østbanegaard* across the *Jernbane-Torv*, and through the *Karl-Johans-Gade*. Walk on the ramparts of the *Akershus* fortress in the early morning (p. 5). The collections in the *University* (Viking ships, p. 7); the *Museum of Sculptures* and *National Gallery* (p. 8); the *Palace* (p. 9). View from *St. Hanshaugen*, about 1 Engl. M. to the N. of the *Storthings* Building (see p. 6). Excursions to *Oscarshall* (p. 11) and to *Frognerstøt* (p. 12). SAIL on the *Fjord* in one of the small steamers starting from the Pipervik. — Evening at the *Tivoli* (see above).

**Christiania**, the capital of Norway, beautifully situated at the N. end of the *Christiania Fjord* and on the W. bank of the small *Akers-Elv*, in 59° 54' N. lat. and 10° 50' E. long., was founded by Christian IV. in 1624 on the plain to the N. of the fortress of *Akershus*, and named after him, being intended as a substitute for the older town of *Oslo*, on the E. bank of the stream, which had been almost entirely burned down in that year. *Oslo*, founded by Harald Hardraade about the year 1050, afterwards became a depôt of the Hanseatic League and the capital of Norway, but was burned down by its inhabitants in 1567 to prevent its falling into the hands of Swedish besiegers, and was again destroyed in 1624. It once possessed a richly endowed cathedral, dedicated to St. Halvard, where several of the Norwegian kings were interred, and where James I. of England married Anne of Denmark in 1589. The number of its inhabitants (almost exclusively Protestants) was 32,000 in 1835, 94,869 in 1875, and is at present estimated at 124,000. The next census will take place at the end of 1885.

Christiania is the seat of government and of the supreme court of Norway, and the headquarters of the *Storthing* or parliament. It also boasts of a University, containing several scientific collections, a National Picture Gallery, an Observatory, a Royal Palace, and a number of charitable and other institutions. The chief exports are timber, fish, beer, and various manufactured goods, and the imports wheat, wine, etc., the former being valued at about 25, and the latter at 72 million kroner in 1882. On 31st Dec. 1884 the town possessed 381 vessels, of an aggregate burden of 122,000 tons, of which 70 were steamers. In the neighbourhood are several considerable engine-works, breweries, cotton-mills, and paper-manufactories, most of which lie on the *Akers-Elv*.

Owing to its comparatively recent origin, as well as to destructive fires by which it was visited in 1686, 1708, and 1858, Christiania now presents a substantial modern appearance, most of the old timber-built houses having disappeared. Beyond the beauty of the situation at the foot of gently sloping, grassy, and pine-clad hills, with the picturesque fjord stretching into the distance, studded

with islands, and enlivened with occasional steamboats and sailing vessels, the town offers few inducements for a prolonged stay. Our walk or drive through the principal streets includes the chief points of interest, all of which may be visited in half-a-day, if the traveller is pressed for time. A couple of hours should also, if possible, be devoted to the excursion to Oscarshall (p. 10).

Starting from the *Toldbod Brygge*, or Custom House Quay (Pl. D, 7), situated on the *Bjørvik*, the bay which bounds the town on the S.E., and proceeding to the N., we come in 4 min. to the *Østbanegård*, or Eastern Railway Station (Pl. D, 6), which is also known as the *Hoved-Banegaard* ('principal railway-station'; p. 1), a handsome building erected by Schirmer and v. Hanno in 1854 and enlarged in 1879. Leaving the railway-station, we cross the *Jernbane Tórø* to the W. and ascend the *Karl-Johans-Gade*, the most important street in the town. On the right (2 min.) is a handsome building containing the *Brandvagt* (Pl. 3: C, 6), or fire-station, and the *Basarer* ('bazaars'), occupied by butchers, poulterers, etc. A few paces farther on, also on the right, lies the *Stor-Torv* (Pl. C, 6; 'great market'), usually known simply as *Torvet* ('the market'). It is adorned with a *Statue of Christian IV.*, by Jacobsen (1874). On the E. side of the market-place rises —

**Vor-Frelser-Kirke** (Pl. 16), or *Church of Our Saviour*, a large cruciform edifice with a conspicuous tower, consecrated in 1697, and restored by Châteauneuf in 1849-56. The altar-piece, representing Christ in Gethsemane, is by the German artist *E. Steinle*, and the marble font by *Fladager*. — The *Torv-Gade* leads hence to the N., passing on the left the *Dampkjøkken* ('steam kitchen'), a large establishment for the benefit of the poorer classes, where about 2000 persons are daily provided with dinners for 25-45 ø. each. Some of the customers carry away their food, while others dine at large marble tables provided for the purpose. A few paces farther on in the same direction is the *Nytorv* ('new market'), on the left (W.) side of which rise the *Byret* ('municipal court') and the *Politikammer* (Pl. 4), or police-office. Beyond this market-place, on the left side of the same street, is situated the *Badeanstalt* (Pl. D, 5; p. 2), a handsome building, suitably fitted up. (The entrance to the ladies' baths is at the back.) The *Akers-Gade*, leading to St. Hanshaugen (p. 6), is only 3 min. walk from this point. The *Torv-Gade* then leads to the N., past *Ankerløkkens-Gravlund*, to the *Akerselv*, which forms several waterfalls higher up. Adjoining the falls are numerous manufactories, some of which are of considerable size. On the E. bank of the river lies the well-built suburb of *Grüner Løkken*, with the *Olaf Rye's Plads*. — We retrace our steps to the *Karl-Johans-Gade*, cross it, passing the —

**Post and Telegraph Offices** (Pl. 27, 32; C, 6), at the corner of that street and the *Kirke-Gade*, and follow the latter. After 3 min.

we cross the Raadhus-Gade, and a little farther on reach the **Theatre** (Pl. 33), erected in 1837, opposite to which, on the W. side of the *Bank-Plads*, is situated **Norges Bank** (Pl. 25). To the E. is Grev-Wedels-Plads, with pleasure-grounds, adjoining which is the *Freemasons' Lodge*. A little to the S. of the Bank, we next reach the fortress of —

**Akershus**, or *Agershus* (Pl. C, 8), situated on the E. bank of the *Pipervik*. The date of its foundation is unknown, but it is mentioned as having been besieged by Duke Erik of Sweden in 1310. In 1355-80 the works were extended by Haakon VI., and they were farther strengthened in the 16th-18th centuries, but have since been partially levelled, and are now of no military importance. The castle was besieged unsuccessfully by Christian II. in 1531-32, and by the Swedes in 1567 and 1716. Charles XII., who conducted the siege on the latter occasion, was signally defeated a few months later near Fredrikshald by *Tordenskjold* (d. 1720), the famous Norwegian naval hero, a native of Thronthjem (p. 218). The fortress itself now contains nothing noteworthy, but those who have leisure may visit the *Rustkammer*, or armoury, on applying at the office of the *Felttøimester* ('master of the ordnance', in the 'Artilleri-gaard'), where permission to visit the monastery ruins on the Hovedø (p. 11) is also granted. The *Ormegarden*, or court, is also of historical interest. The ramparts, which have been converted into pleasant promenades, afford beautiful views of the fjord, especially in the morning.

Retracing our steps to the Bank-Plads and the Raadhus-Gade, we turn to the left and soon reach the **Johanskirke** (Pl. 13; C, 7), built of yellow brick ('Flensburger Sten') by *Bull*, and completed in 1878. It contains a good altar-piece by *Eilif Petersen*, eight monolithic granite columns, and a marble font. The sacristan ('kirketjener') lives at Akersgade 1, on the W. side of the church. — The Raadhus-Gade now descends to the W. to the *Pipervik*, where we observe opposite to us the handsome *Vestbanegaard*, and obtain a fine view of the fjord, with the rocks of Akershus rising on the left. We next proceed to the N. by the *Tordenskjolds-Gade* to the **ENDSVOLDS-PLADS**, a fine square, planted with trees, on the E. (right) side of which rises the —

**Storthings-Bygning** (Pl. 30: C, 6), or assembly-hall of the Norwegian Parliament, a handsome edifice, half Romanesque, half Byzantine, designed by *Langlet*, and completed in 1866. The façade, flanked with two lions in granite by *Borch*, overlooks the Plads, and the N. side adjoins the Karl-Johans-Gade. The *Interior* (shown by the 'Vagtmester' or custodian, who is to be found at the entrance from the Storthings-Gade, on the S. side of the building, fee  $\frac{1}{2}$ -1 kr.), which is handsomely fitted up, comprises the *Storthings-Sal*, with accommodation for about 150 deputies and an audience of 300 persons, and the smaller *Laadings-Sal*, with seats for about

40 members and 130 visitors, besides which there are several committee-rooms, a library, secretary's office, archives room (*Riksarkivet*), and other apartments. Prior to 1866 the Storthing met in the *Departements-Gaard*, in the Dronningens-Gade, which is now occupied by various government offices. The Storthing sits annually in February and March, but not longer without permission from the king, to whom also belongs the prerogative of summoning it to meet at other times if necessary. The usual summer-session, held by royal permission, lasts till the middle of June.

In the Akers-Gade, at the back of the Storthings-Hus, is the *Athenaeum* (Pl. 1; see p. 2), including the *Norwegian Society*, the finest modern building in the town. Following the Akers-Gade towards the N., we next reach the **Trefoldigheds-Kirke** (Pl. 15: C, 5, 6), or *Church of the Trinity*, on the right, a Gothic edifice, partly designed by *Châteauneuf*, and erected in 1853-58. The interior forms a handsome octagon. It contains an altar-piece (Baptism of Christ) by *Tidemand* and a font with an angel by *Middelthun*. A few paces beyond it is the Roman Catholic *St. Olafs-Kirke* (Pl. 14), erected in 1853, with a school at the back, where the road divides.

The *Akersvei*, to the right, leads past the E. side of *Vor Frelzers Cemetery* in 6 min. to the \***Gamle Akers Kirke** (Pl. B, 4), one of the oldest churches in Norway, mentioned as early as 1080, and probably founded by King Olaf Kyrre. It was skilfully restored in the original style by *Schirmer* and *r. Hunno* in 1861. The church is a three-naved basilica in the Anglo-Norman Romanesque Style; and the interior is remarkable for the manner in which the square at the crossing is closed on all sides by walls, through which door-like openings connect with the nave, transepts, and choir. — The *Ullevoldsvei*, to the left of *St. Olafs-Kirke*, leads past the W. side of **Vor-Frelzers-Gravlund**, a well-shaded cemetery, embellished with flower-beds, and provided with numerous benches for the use of mourners. The N. part forms a pleasant park, and commands fine views. On an eminence near the entrance is the monument of *Henrik Wergeland* (d. 1845), the most famous of Norwegian poets, erected by 'grateful Jews' in recognition of his successful efforts in obtaining liberty for them to settle in Norway. In 5 min. more we reach —

\***St. Hanshaugen** ('St. John's Hill'; Pl. A, 3, 4; cab from the Stor-Torv 40 ø. and upwards, and half-fare returning, see p. 1), a prettily laid out eminence about 150 ft. above the sea-level, on the summit of which there is a reservoir belonging to the city waterworks. This point commands an excellent survey of the town, the fjord and islands beyond it, the Ekeberg (p. 12) to the left, *Oscarshall* (p. 11) to the right, and *Frognersæter* on the hill to the N.W. (see p. 12). The view is rather more extensive from the building at the N. end of the reservoir. Cards of ad-

mission may be obtained in the office of the city engineer, at the fire-station. The attendant, for whom the visitor rings, names the chief points, and lends a telescope (fee 40 ø. or upwards).

We now return by the same route, or by the St. Olavs-Plads, to the W. of the church of that name, to the Karl-Johans-Gade, where we next visit the —

**University** (Pl. B, 6), a handsome edifice in the classical style, with two wings at right angles to it. The establishment was founded by Frederick VI. in 1811, but as the various lecture-rooms were scattered throughout the town, the present building was erected in 1841-53 by *Grosch*, whose design was partly suggested by Schinkel of Berlin. There are five faculties with a staff of 52 professors, who lecture gratis to upwards of 1000 students. The E. wing, containing the *Festsal* (English service, p. 3), is known as the *Domus Academica*, and the W. wing is occupied by the *Library*, consisting of 250,000 vols., and reading-room (open on the first five days of the week, 12-2 and 11-3 respectively. Entrance in the Frederiksgade). In front of the central building stands the statue of the Norwegian jurist and politician *Ant. Martin Schweigaard* (d. 1870), by Middelthun, erected in 1883.

The University possesses several COLLECTIONS of considerable value, which may be visited if time permits.

**Collection of Northern Antiquities** (in the E. wing, Mon. and Frid. 12-2). Ascending the staircase, we turn to the left and follow a passage leading to the Cabinet of Coins (see below) and the Antiquities. The latter are arranged in seven rooms. *Room I.* (that farthest to the right): relics of the flint and bronze ages. *Rooms II., III., and IV.* are devoted to the earlier and later parts of the iron period. *Room V.* contains mediæval relics (A.D. 1000-1500), the chief of which have their names and dates attached. Among them are three Church-portals from old Norwegian wood-churches, dating from the 12th-13th centuries. *Room VI.* contains several other interesting door-posts and portals of the same period. *Room VII.* is occupied with curiosities of later date than 1500, including tankards in wood and metal, bridal crowns, trinkets, fire-arms, and tools. — In the entrance-hall are several richly-carved church-portals. — The —

**Cabinet of Coins** (E. wing, adjoining the Antiquities; Mon. and Frid., 1-2) is a valuable collection, numbering 45,000 specimens. — The —

**Zoological Museum** (central building, Sun., Mon., Frid., 12-2) is reached by ascending the staircase, turning to the left, and entering the last door on the left. In the *1st (Reading) Room*, birds, etc.; in the *2nd R.* is a well-arranged zoological collection; in the *3rd R.*, fish and reptiles. — We now pass a staircase on the left descending to the *Zootomic Museum* (skeletons, and anatomical preparations), and enter the *4th and 5th Rooms*, which contain an extensive and valuable collection of birds.

**Ethnographical Museum** (central building, reached by a staircase in the N.W. corner, from the garden at the back; Mon. and Frid., 1-2). *1st Room*: Scandinavian costumes, furniture, and implements. *2nd R.*: Laplander's tent, reindeer, and pulk. Another staircase now ascends to a series of small rooms containing articles of dress, implements, utensils, armour, weapons, manufactures, etc., from other parts of the world.

A shed behind the central part of the university contains two **Viking Ships**, supposed to date from the 9th century. One, excavated at Sandefjord (p. 33) in 1880, is 76 ft. long and 14-16 ft. broad. Adm. on Mon. and Frid., 12-2 (at other times for a fee).

The **Botanic Garden** (Pl. EF 4),  $\frac{3}{4}$  Engl. M. to the N.E. of the Stortorv, is daily accessible.

To the S. of the university extends that part of the Eidsvolds-Plads (p. 5) known as *Studentertunden* (Café in summer; music, see p. 2), embellished with a *statue of Henrik Wergeland* (p. 6), by Bergslien.

To the N. of the University, in the Universitets-Gade, is the handsome **\*Museum of Art** (Pl. 21), built in the Italian Renaissance style by *Adolf Schirmer* and presented to the town by the *Kristiania Sparebank*, or *Savings Bank*. The wings are not yet completed. In the centre is a large flight of steps. Admission on Sun., Tues. and Thurs. 12-2, free; at other times on application to the 'Vagtmester', who lives at the back of the building (fee  $\frac{1}{2}$ -1 kr.).

The Ground Floor contains the **\*SCULPTURE GALLERY** (*Sculptur-Museet*; Historical and Descriptive Catalogue, by *Prof. Dietrichson*, 1 kr.).

The Vestibule and the three adjoining Rooms contain the *Casts of Ancient Sculptures*, and the Staircase and Hall the *Casts of Renaissance and Modern Sculptures*, the whole forming the most complete collection of the kind in Scandinavia (also presented by the Sparebank, see above). — The other rooms contain *Original Works by Norwegian Masters*, the finest of which are: 328, 329. *Fladager*, Angel with font (model and sketch); *Borch*, 330. *Jephthah's Daughter*, 331. The first lesson, 331a. The Sulamite Maiden, 331b. David, 332. Bust of Rector Vibe, one of the founders of the collection; 333. *Skeibrok*. Ragnar Lodbrok among the serpents; no number, *Skeibrok*. The mother's watch.

A wide double staircase ascends to the Upper Floor, which contains the **\*NATIONAL GALLERY**, a collection of paintings founded in 1837 and belonging to government. It contains about 300 ancient and modern works, chiefly by Norwegian masters but also including several good specimens of the Dutch school. The gallery was formerly situated in the Apothekergade.

We first enter the —

**EAST ROOM.** Danish School. 198. *Jens Juel*, Bernt Anker, a Norwegian patriot of the 18th cent.; 201. *C. W. Eckersberg*, Alms-giving at the convent; 202. *N. Simonsen*, Caravan overtaken by a simoom; 204, 205. *Grønland*, Flowers and fruit; 206. *Sørensen*, Øresund, near Kronborg. — Swedish School. 210. *Kjörboc*, Fox; *Amalie Lindegren*, 214. The widow and her child, 215. Grandfather's lesson; 216. *Fagerlin*, Discomforts of bachelor life; 218. *E. Bergh*, Birch wood. — We now turn to the right and enter the —

**SOUTH ROOM** (lighted from above). Norwegian School. *J. C. Dahl* (1788-1857), 230. Laurvik, 231. The Hougfos; *Th. Fearnley* (1802-1842), 235. The Lahrofes, 236. Grindelwald Glacier; 241. *Baade* (1808-1879), Norwegian coast-scene by moonlight; *Adolf Tidemand* (1814-76), 246. A solitary couple (family worship in a cottage), 247. Cottage meeting of the Haugianer (a religious sect), 248. Administration of the Sacrament to a dying man; 250. *F. Bøe* (b. 1820), Breakfast; *Eckersberg* (1822-1870), 253. Valle in the Sætersdal, 254. Mountain scenery; *H. F. Gude* (b. 1826), 258. Norwegian landscape, 259. Mountain view, 261. Christiania Fjord, 262. Before the rain, 263. Scene in North Wales; 267. *H. A. Cappelen* (1827-1852), Forest scene in Lower Thelmarken; 272. *K. Bergslien* (b. 1827), Portrait of the artist's father; *Morten Müller* (b. 1828), 273. Scene on the Christiania Fjord, 274. Hardanger Fjord; 276. *E. Bodom* (1829-1879), Scene in Nordmarken; 279. *P. N. Arbo* (b. 1831), Asgaards-reien (The Wild Huntsman); 281. *A. Askerold* (b. 1831), Mountain lake in summer; 283. *V. Støttenberg-Lerche*

(b. 1837), Tithe-day at the convent; 284. *Karl Hansen* (b. 1841), In captivity; 287. *L. Munthe* (b. 1841), Coast-scene in winter; No number, *Munthe*, Autumn evening; 289. *E. Petersen* (b. 1852), Portrait of a lady. The following have no numbers: *Skredswig* (b. 1854), Subject from Northern France; *Ucherman*, Flemish team; *Gerh. Munthe* (b. 1849), A Summer's day; *O. Sinding* (b. 1842), Scene from the Lofoden Islands; *E. Werenskiold* (b. 1855), Girl from Thelemarken.

WEST ROOM: Sketches and studies by *Ad. Tidemand*; 278. *P. N. Arbo*, The Walkyries. We next enter the —

NORTH ROOMS (lighted from the roof), the first of which is devoted to the French, Italian, and German Schools. Italian Masters: 1. Fine old copy of *Leonardo da Vinci's* Mona Lisa, wrongly ascribed to Bernardino Luini; 5. *Venetian Master*, Massacre of the Innocents; 6. In the style of *Caravaggio*, Laughing head; 12. *B. Strozzi*, The tribute money; 13. *Salvator Rosa*, Landscape. — German Masters: 134, 135. *Barth. Beham*, Portraits; 141. *J. J. Hartmann*, John the Baptist in the wilderness; 145. *Seibold*, Portrait; *Anton Graff*, 155. Portrait of a lady, 157. Portrait of his son (the landscape painter of the same name); 173. *O. Wagner*, Ponte Rotto; 175. *K. Sohn*, Tasso and the ladies of Ferrara; 176. *C. F. Lessing*, Scene on the Rhine; 177. *R. Jordan*, Family worship; 178. *E. Geselschap*, Christmas morning; 179. *K. Hübner*, Emigrants paying a farewell visit to the graves of their relatives; 180. *A. Achenbach*, Beach at Scheveningen; 182. *A. W. Lew*, Waterfall in Norway; 183. *O. Achenbach*, Italian landscape; 184. *A. Seel*, Cloisters. — French Masters; 187. *C. de la Posse*, Achilles discovered by Ulysses among the daughters of Lycomedes. The other works are unimportant.

The second North Room contains the works of the Flemish and Dutch Schools: 22. *Pieter Claeissens*, Portrait of himself; 24. *Francken the Elder*. The works of charity; 26. *Abr. Bloemaert*, St. Jerome; 28. *Pourbus the Younger*, Portrait; 30. *R. Savery*, Landscape with accessories; 32. *Al. Adriaenssen*, Still-life; 34. *Jac. Jordaens*, Allegorical representations of the blessings of the peace of Westphalia; 35. *Adr. Brouwer* (?), Drunken peasant (signed); 36. *Jan Fyt*, Fight between dogs and wolves; 50, 51. *P. v. Bloemen*, Cavalry skirmish, Cattle driven off by armed horsemen; 56. *J. Horemans*, Peasant meal; 59. *Hellemans*, Forest scene, with sheep by *J. Verboeckhoven*; 63. *Mierevelt*, Portrait; 67. *B. v. d. Ast*, Fruit; 71. *Corn. v. Keulen* (*Ravesteyn*?), Portrait; 72. *E. v. d. Velde*, Landscape; 73. *J. v. Goyen*, Sea-piece; 81. *Jan Davidsz de Heem*, Oysters and Rhine wine; 84. *School of G. Dow*, Schoolmaster; 86. *B. v. d. Helst* (?), Man with a glass of wine; 94. *G. Lunders*, Family portraits; 104. *M. Hondedeoeter*, Dog, cat, and game.

A glass-door in the West Room leads to the staircase, by which we ascend to the *Collection of Drawings and Engravings* (founded in 1877; 5000 examples), containing drawings by *Wilh. Schirmer* (Karlsruhe), *Ad. Tidemand*, &c.

Farther to the N. in the Universitets-Gade, at the corner of the *Pilestræde*, is the building of the *Kunstforening*, or *Art Union* (adm. 20 ø.), adorned with medallion portraits of celebrated artists, executed by *Jacobsen*. The ground-floor is occupied by the *Art Industrial Museum* (*Kunstindustrimusæet*; adm. daily, except Sat., 12-2, free), founded in 1877, and containing interesting specimens of Norwegian work of various kinds, of ancient and modern date, as well as numerous electrotpe reproductions. The Chinese porcelain and lacquer-work also deserve mention.

On an eminence at the W. extremity of the town, in the beautiful *Slotspark*, stands the *Palace*, or *Slot* (Pl. A, 6), a large, plain edifice with a classical portico in the centre. It was erected in 1825-48 as a royal residence at the comparatively small cost of

about 22,700*l.*, while the grounds in which it stands cost about 10,700*l.* more, these sums having been voted by the Storting for the purpose. The *Interior* is shown by the 'Vagtmester', or custodian, who lives on the sunk floor of the S. wing (fee 1-2 kr.). The principal *Staircase* is embellished with two reliefs in marble: the one to the right, by *Stephen Sinding*, represents Charles XIV. John laying the foundation-stone of the palace; that to the left, by *M. Skeibrok*, Oscar II. unveiling the statue of Charles John. The *Festsal* is a handsome and lofty hall, adorned with Corinthian columns; the large *Dining-room* is decorated in the Pompeian style; the walls of the *Throne Room*, *Coursal* or drawing-room, and *Audience Chamber* are adorned with landscapes by *Flinto*. The private apartments contain paintings and sculptures by Norwegian artists (among them *Tidemund's* Village Catechising, and *O. Sinding's* Battle of Swolder), most of which were presented to the king and queen on their silver-wedding in 1882. The roof commands an admirable \**View of the town and environs*. — In front of the palace rises an \**Equestrian Statue of Charles XIV. John* (Bernadotte), by *Brynjulf Bergslien*, inscribed with the king's motto 'The people's love is my reward'.

Christiania also possesses a number of educational, charitable, and other institutions, which may be visited if time permits. Among these may be mentioned the *Kongelige Tegneskole*, a School of Design, with which the National Gallery (p. 8) is connected. It was founded in 1818, and is supported by subsidies of 16,000 kr. from government and 4800 kr. from the municipality. *Deichmann's Library* (until April 1886 at the students' society, Universitets-Gade 26) founded in 1780, and consisting of 13,000 vols., is open to the public on week-days, except Thurs., 6-8 p.m. There are also several very useful and meritorious scientific, literary, antiquarian, and philanthropic societies, a list of which will be found in Norges Statskalender. The most important of the numerous charitable institutions are the new *Rigshospital* (Pl. B 5), Nordal Bruns Gade, and *Oslo Hospital*, in Oslo, which was founded by Christian III. in 1538 and united in 1790 with a lunatic asylum (revenues, 39,000 kr.). The Dampkjøkken has been already mentioned (p. 4).

### Environs of Christiania.

#### a. *Oscarshall.*

A visit to Oscarshall on foot takes 2½-3 hrs., including time to inspect the picture-gallery. It may also be reached by carriage (one-horse 5-6, two-horse 8 kr., there and back), by small steamboat from the Piper-vik (Pl. B, 7; hourly (12 times a day), except 12-1, to *Fredriksborg* or *Bygdø* (fare 10 ø.) in ¼ hr., and 5 min. walk more, always keeping to the right), or by railway (fares 40 or 20 ø.) from the Vestbanegaard to *Bygdø* (in 8 min., and 20 min. walk more). — Application for admission is made to the gardener, *Clausen*, who lives behind the château, to the left.

Leaving Christiania by the *Drammensvei* (Pl. A, 7), which is









bordered by numerous villas and gardens, we soon reach ( $\frac{3}{4}$  Engl. M. from the University) the *Skarpsno* steamboat-pier. Here we cross by the ferry (in 6-8 min.; fare 10 ø.) to the wooded peninsula of *Ladegaardsø* or *Bygdø*, and then walk to the château in 7 min. more.

The château of \**Oscarshall*, which is conspicuously situated on an eminence 80 ft. above the sea-level, surrounded by a pleasant park, was erected in the 'English Gothic' style by Nebelong for King Oscar in 1849-52, and adorned with paintings by eminent Norwegian artists. It was sold by Charles XV. to the government, but is still set apart for the use of the reigning monarch. It deserves a visit not only for the collection of pictures it contains, but also for the beautiful view it commands (adm. see above; fee  $\frac{1}{2}$ -1 kr.).

The DINING ROOM, on the ground-floor of the smaller separate building, is adorned with six imposing Norwegian landscapes by *J. Frich* (d. 1858), the finest being the *Ravnedjuv*, the *Romsdalshorn*, and the *Norangs-fjord*, above which are ten celebrated works by *A. Tidemand* (d. 1876), representing 'Norsk Bondeliv', or the different periods of Norwegian peasant life. The DRAWING ROOM, on the ground-floor of the principal building, with its oak panelling, is embellished with statues of *Harald Haarfagre*, *Olaf Tryggvason*, *St. Olaf*, and *Sverre*, in zinc, by *Michelsen*. A room on the 1st floor contains nine bas-reliefs from *Frithjofs Saga*, in marble, by *Borch*, and five fine landscapes by *Gude* (b. 1825) from the same Saga.

Several rooms on the 2nd floor contain works by Swedish and Norwegian artists, wood-carvings, basket-work, etc. We now ascend by a winding staircase of 28 steps to the flat roof of the château, beyond which 43 steps more lead us to the summit of the tower, where we enjoy a charming VIEW of Christiania, its fjord, and environs.

Close behind the château is a modern gate-way in the old northern taste, and two antique Norwegian buildings, re-erected here within the last few years; viz. the *Hovestue*, a farm house from Hove in Thelemarken, fitted up with the original furniture, and the \**Church of Gol* in the Hallingdal (p. 82), an old Norwegian church constructed of boards and planks, and dating from the 12th or 13th cent.

Refreshments at the *Säterhytte* on the Dronningbjerg, between Oscarshall and the Bygdø. A monument has been erected here to *Count Wedel-Jarlsberg*, an ardent advocate of the union with Sweden in 1814.

#### b. *Hovedø.*

About 1 Engl. M. to the S. of Akershus lies the *Hovedø*, an island now belonging to the fortress (admission, see p. 5; boat there and back 1-1 $\frac{1}{2}$  kr.), on which are situated the ruins of a Cistercian Monastery, founded by monks from Lincoln in 1147. In 1532, after the Reformed faith had been embraced by Denmark, *Mogens Gyldenstjerne*, the Danish commandant of Akershus, ordered the monastery to be plundered and destroyed. In 1846-47 the ruins were cleared by the Norwegian Antiquarian Society.

#### c. *The Ekeberg.*

This excursion may be made by TRAMWAY from the Stor-Torv to Oslo (comp. Pl. C, D, E, 6, 5), by STEAMER from the Jernbanebrygge (Pl. D, E, 7) to *Kongshavn* or *Ormsund*, or by RAILWAY from the principal sta-

tion to *Bækkelaget* (p. 273). — Comp. the marginal map on the Plan of Christiania.

The **Ekeberg**, a wooded hill 400 ft. in height, to the S. of *Oslo*, commands several beautiful views, but the best points are not easily found. One of the finest is a rocky knoll, immediately to the left of the Liabro road, which like the railway, skirts the fjord, and 1 Engl. M. to the S. of the *Oslo* tramway terminus. Near this point is the steamboat-station *Kongshavn*, not far from which is an interesting 'giant's caldron' or cave, named *Kong Kristian II.'s Hule*. Another good point is reached thus: beyond the tramway terminus follow the main road for 5 min., passing the church on the right and the pretty churchyard on the left, and after a few hundred paces ascend the stony old road to the right. Where the old and new roads unite at the top of the hill (20 min. from *Oslo*), we turn to the right, pass the farm of *Ekeberg*, and follow a field-road to the (7 min.) wood on the N.W. slope of the *Ekeberg*. A fine view of the town and harbour is obtained from the N. end of the hill (a little to the right). We may now return by the same route to the farm of *Ekeberg*, thence follow the top of the hill towards the S. and then to the W. to the farm *Jomfrubrauten*, where we descend to the right, and return by the above-mentioned Liabro road.

#### d. *The Frognersæter.*

This excursion, if made on foot, takes 5-6 hrs. CARRIAGE (3-3½ hrs.) with one horse (for 1-2 pers) 10 kr., with two horses (3-4 pers.) 14 kr., charges lower in the forenoon. The best plan for a single visitor is to hire a *Skjeds* or carriage from *Iversen*, *Grubbegade* 3.

The route leads past the N. side of the Palace Grounds and traverses the suburb of *Hægdhougen*, beyond which we observe the *Vestre Akers Kirke* on an eminence to the right. About 1 Engl. M. from the *Stor-Torv*, we next observe the *Gaustad Lunatic Asylum* (*Sindssyge-Asyl*), erected by *Schirmer* and v. *Hanno* in 1854, which accommodates upwards of 300 patients. We now ascend by a narrow carriage-road, through wood, to the \***Frognersæter** (1400 ft.), the rustic summer residence of *Consul Heftye*, 5 Engl. M. to the N.W. of *Christiania*, with a balcony commanding a delightful view of *Christiania*, its fjord, and environs. (Coffee, milk, etc., at the adjoining cottage.) — While the horses are resting, travellers usually ascend on foot to the (20 min.) \**Tryvandshøide* (1800 ft.), a wooden scaffolding on the summit of which commands a still more extensive view, including in clear weather some of the snowclad mountains of *Thelemarken* (the *Gausta*, p. 23) to the W., and of *Hallingdal* (*Norefjeld*, p. 80) to the N.W.

#### e. *Other Excursions.*

If time permits, pleasant drives may also be taken to the *Ud-sigtsturn* on the *Sollaug*, on the *Bogstad* road (¼ hr. from the *Stor-Torv*, or on foot ½ hr.); to the *Maridalsvand*, a small lake

which supplies Christiania with water, 5 Engl. M. to the N., with the ruined Marikirkje at the N. end; to *Grefsens-Bad*, a small water-cure establishment, prettily situated about 2½ Engl. M. to the N.E. (omnibus from the Stor-Torv in Christiania, several times daily); and to *Sarabruaten*, a summer residence of Consul Heftye, about 7 Engl. M. to the E. (¼ M. from stat. *Bryn* on the Kongs-vinger line; p. 115).

LONGER EXCURSIONS. Travellers whose visit to Norway is limited to a few days only should endeavour to take one or other of the following short tours before leaving the country.

(1) To *Gjøvik* and *Odnes*, and back by the *Randsfjord*, *Hønefos*, and *Krogklev*, in 3-4 days. — This round may be hurriedly accomplished in 2 days: On the 1st Day by the morning train from Christiania to *Eidsvold*; by steamboat to *Gjøvik*; drive in the evening to *Odnes* (39 Kil. or 24 Engl. M.) in 4½ hrs.; on the 2nd Day by steamer from *Odnes* to *Randsfjord*; thence by train, passing *Hønefos*, to Christiania. — It is, however, preferable to drive from *Hønefos* to (18 Kil.) *Sundvolden*, visit *Krogkleven*, drive to (23 Kil.) *Sandviken*, and return thence by train to Christiania. — Or the traveller may prefer to make an excursion from Christiania to *Sundvolden* and *Hønefos*, as above, and to return by railway, which may be easily done in two days. Comp. R.R. 2, 13b, 15.

(2) To the *Rjukanfos* viâ *Kongsberg*, and back, 4-5 days (R.R. 2, 3). — It is possible to accomplish this very interesting excursion in 3½ days: On the 1st Day by early train from Christiania to *Kongsberg*; drive to *Tinnoset*, either viâ *Lysthus* in the Hitterdal, or viâ *Bolkesjø*, in 9-10 hrs.; 2nd Day, by steamboat on Mon., Thurs., or Sat. to *Strand*; drive to *Vaær* in 3 hrs., visit the *Rjukanfos* on foot in 1½ hr. (there and back), and return to *Strand* in 2½ hrs. more; 3rd Day, by steamer on Sun., Tues., or Wed. to *Tinnoset*, and drive thence back to *Kongsberg* in 9-10 hrs.; next morning take the train for Christiania.

(3) To *Fredrikstad*, the *Sarpsfos*, and *Fredrikshald*, and back, in 2-3 days (R. 33); or there and back by railway in 1½ day. — A steamer leaves Christiania every morning for *Fredrikstad* and *Fredrikshald*, and there are four weekly to *Fredrikstad*, where they unload, and *Sarpsborg* on the *Glommen*, 9 Engl. M. farther (arr. in the evening). Having slept at *Sarpsborg*, the traveller may next day inspect the fall of the *Glommen*, take the train to *Fredrikshald*, and return thence to Christiania on the following day by steamboat in 7-9 hours. — Or the excursion may be made in two days: (1) By train from Christiania to *Sarpsborg*; visit the fall the same day; (2) By steamer (4 times a week) from *Sarpsborg* to *Fredrikstad* and Christiania. — By train the whole way there and back (1½ day), not recommended.

Travellers arriving at Christiania, or leaving it, by water will find a description of the beautiful fjord in R.R. 5, 34.

## 2. From Christiania to the Randsfjord by Drammen and Høugsund.

142 Kil. (88 Eng. M.). RAILWAY ('*Vestbane*') in 6¼ hrs. (fares 7 kr. 25, 1 kr. 20 ø.), two trains daily; to *Drammen* express in 1½ hr. (fares 2 kr. 95, 2 kr.), ordinary train in 2¼ hrs. (fares 2 kr. 40, 1 kr. 60 ø.), four trains daily. The rails on this narrow-gauge line are only 3½ ft. apart. The carriages are of two classes only, corresponding to the second and third in most other countries. — Finest views to the left.

The railway traverses beautiful scenery, particularly between *Røken* and *Drammen* and between *Høugsund* and *Hønefos*. The train passes a number of pleasant country-houses, villages, and farms.

interspersed with manufactories. To the left lies the beautiful Fjord of Christiania, while to the right is the peninsula of Bygdø, with the château of Oscarshall (p. 11) and numerous villas.

3 Kil. *Bygdø*, on the bay of *Frognerkilen*, is the station for Bygdø and Oscarshall (20 min.; see p. 10). Charming scenery. About  $1\frac{1}{2}$  Engl. M. distant is the *Kastelbukke*, where snow-shoe races ('Skirend'; 'Skier', snow-shoes) take place in winter. — 6 Kil. *Lysaker*, at the mouth of the *Sørkedalselv*, descending from the *Bogstad-Vand*, to which a beautiful route leads to the N. From the E. side of this lake a steep path ascends to the *Frognersæter* (p. 12).

To the right rise the imposing *Aaser*, a range of porphyry hills. The Silurian strata are here intersected by dykes of greenstone, the most interesting of which is seen near (10 Kil.) *Høvik*, where it forms a lofty wall, 2 ft. in thickness, in the midst of the disintegrated slate. Farther on the train skirts the *Enger-Vand*, also to the right, and reaches —

14 Kil. **Sandviken**, a beautifully situated village, the best starting-point for a visit to the *Krogklev* (see below; skyds-station near the station). To the N. rises the *Kolsaas* (1212 ft.), commanding a view similar to that from the *Frognersæter* (guide advisable). The annual horse races of the 'Norske Traverselskab' take place in June at *Slabende*, close to Sandviken.

\*EXCURSION TO KROGLEVEN. The road, at first uninteresting, gradually ascends, passing through the *Krogskog*, to the first station (16 Kil.) *Humledal*, situated high above the picturesque *Hølsfjord*, an arm of the *Tyrfjord* (230 ft.); striking view just below the station. We then descend by the beautiful '*Svangstrands-Vei*' (p. 15) to the fjord, and follow its bank to the N. to (13 Kil.) *Sundvolden* (\**Inn*, with 17 rooms; R. 1 kr. 20, B. 80, S. 80 ø.), whence (if the weather is clear) we ascend in  $1\frac{1}{2}$  hr. to **Krogklev**, a rocky height (*Klev*, 'cliff'), 1000 ft. above the inn, on the old road to Christiania (ascent through a romantic gorge, on foot or on horseback; horse 2 kr. 40 ø.). We first come to the ( $\frac{3}{4}$  hr.) *Klenstue* (1245 ft.), a poor inn, 5 min. below which, to the N.W., is *Dronningens Udsigt* (the Queen's View). Higher up (along the track to the W., following the white crosses on the trees) is the (25-30 min.) \**Kongens Udsigt* (the King's View; 1455 ft. above the sea, 1240 ft. above the fjord), the finer point of the two. The prospect from this point in clear weather is superb, embracing the *Tyrfjord* with its islands, the district of *Ringerike*, the *Jonsknut* near *Kongsberg* (p. 20), the *Norefjeld* to the N.W., and the *Gausta* (p. 23) and other snow-mountains to the W. in the distance. Even the *Hallingskarven* (p. 83) in the Upper *Hallingdal* is said to be visible in clear weather.

The road from *Sundvolden* to *Hønefoss* crosses the *Krogsgund*, which connects the *Tyrfjord* with the *Steensfjord*. The numerous islands in the latter are said to be stones once thrown by a giantess of the *Gyrihaug* (p. 18) for the purpose of destroying the church of *Steen* (see below), which missiles, however, including even one of her own legs, all fell short of their aim and fell into the lake. Like the battle of the giants against *Odin* and *Thor* in the *Edda*, this legend is symbolical of the fruitless wrath of the powers of nature against the advance of human culture.

The next station, 16 Kil. from *Humledal* and 3 Kil. from *Sundvolden*, is *Vik* (travellers in the reverse direction may drive on to *Sundvolden* without change of horses), about  $\frac{1}{4}$  hr. beyond which, to the right, is the ruined church of *Steen*, with the farm of the same name. After an-

other  $\frac{1}{4}$  hr. the road passes *Norderhøvs Kirke*, in which Anna Kolbjørnsdatter is interred. She was the wife of the pastor of the place, and in 1716, while her husband was ill, succeeded by a stratagem in betraying 600 of the Swedish invaders into the hands of her countrymen. A picture shown at the parsonage represents the heroine obtaining permission to set fire to a heap of wood for the pretended purpose of warming the Swedish soldiers, but in reality to attract the Norwegian troops who were encamped at the neighbouring village of *Steen*. Meanwhile she plied the invaders so liberally with spirits that they fell an easy prey to the Norsemen. — 11 Kil. *Hønefoss*, see p. 18.

The train now ascends through cuttings in the rock and two short tunnels to (15 Kil.) *Sløbende* and (20 Kil.) *Hvalstad*, whence the picturesque *Skogumsås* (1142 ft.) to the W. may be ascended. It then crosses a wooden viaduct, 90 ft. high, and reaches —

23 Kil. *Asker*, from which the *Vardekolle* (1132 ft.), a massive hill of granite, serving to mariners as a landmark, may be ascended for the sake of the admirable view it commands. In former times, on the breaking out of a war, beacon-fires were lighted on this hill to summon the people to arms.

The hill commands an incomparable and most extensive view. The spectator surveys the whole of Christiania, with the surrounding country-houses, hills, and mountains; then all the valleys of Drammen; the region of Kongsberg, Holmestrand, Drøbak, and the Christiania Fjord. Standing in the centre of this mountainous and so curiously furrowed district, we survey at a glance the whole of it, spread out like a relief-map.

*L. v. Buch*, 'Norwegen'.

The train skirts the foot of the *Vardekolle* and passes the small lakes *Bondind* (the property of an English ice-exporting company) and *Gjellumvand*. At the S. end of the latter is (28 Kil.) *Heggedal*, beyond which we pass the base of the barren *Brejmåss*.

Beyond (34 Kil.) *Røken* (440 ft.) the train turns abruptly to the W., traversing an uninteresting region and passing through numerous cuttings; but immediately beyond a tunnel, 240 yds. long, which penetrates the hilly barrier, a most picturesque and imposing \*View, of the *Drammens-Fjord*, the town of *Drammen*, and the fertile valley of the *Lier* is suddenly disclosed to the left, rivalling the famous views from Chexbres above Vevey or from Optschina above Trieste. The road from *Røken* to *Drammen* descends at once to the fjord, while the railway passes through another tunnel and describes a long curve towards the N., descending gradually to the valley of *Lier* and the (45 Kil.) station of that name.

From *Lier* a pleasant route leads to the N., on the E. side of the valley, past the *Engerfjeld*, to (8 Kil.) *Kitilsrud* at the S. end of the *Hølsfjord*, the S. branch of the *Tyrifjord* (p. 14). The road, now called the *Svangstrands-Vei*, and famed for its picturesqueness, next ascends the *Burderås* and skirts the *Hølsfjord*, at a giddy height above it, to (3 kil.) *Humledal* (p. 14).

At *Lier* the train turns towards the S., traversing a fertile tract, and next stops at (51 Kil.) *Bragerø*, the E. end of *Drammen* (*Brageræs*); it then crosses the *Drammenselv*, and the island of *Møllerholm* or '*Holmen*' with its timber-yards, to the *Tangen* and *Strømsø* quarters, on the S. bank of the river, and reaches the

principal station of (53 Kil.) *Drammen*, situated at the W. end of *Strømsø*, close to the bridge across the Drammenselv.

**Drammen.** — In *Strømsø*: CENTRAL HOTEL, opposite the station, entrance in a side-street, with restaurant, B. 80 ø., D. 2 kr., A. 40 ø.; BRITANNIA, in the Fren-Gade, leading E. to Tangen. — In *Brageruæs*: HOTEL KONG CARL, in the Stor-Gade, near the market-place.

CAB with one horse, for 1 person 40 ø. per drive; with two horses for 2 persons 60 ø. — OMNIBUS from Brageruæs-Torv to Tangen.

*Sommerfyrd-Badeanstalt*, on the E. side of Brageruæs, at the end of Erik-Børresens-Gaden, near the fire-engine station.

*British Vice-Consul*, Mr. F. W. Melhuus.

*Steamboats* to Holmestrand, Horten, and Moss daily; to Tønsberg and Sandefjord once weekly; to Liverpool once monthly.

*Railway (Greveskabane)* to Holmestrand, Tønsberg, Laurvik, Porsgrund, and Skien, see pp. 31-33.

*Drammen*, with 18,850 inhab., situated on both banks of the Drammenselv, consists of *Brageruæs* on the N. bank, containing about 11,000 inhab., *Strømsø* on the S. side, and *Tangen* to the S.E., which originally formed three distinct communities. Brageruæs, the principal quarter, has been rebuilt since its almost entire destruction by fire in 1866 and a great part of *Strømsø* and Tangen since a fire in 1870. The situation of Drammen on the estuary of the river, between hills of considerable height, is picturesque, and not without pretensions to grandeur. The pretty fjord extends down to Holmestrand (p. 32). The trade of the place is very considerable, consisting chiefly in the export of timber from the forests of Hadeland, Valdres, the Hallingdal, and part of the Numedal (annual value over 5,000,000 kr.), and of a quantity of zinc and nickel from Skouger and Ringerike. The commercial fleet of Drammen, numbering more than 300 vessels, is one of the largest in Norway, vying in importance with those of Christiania and Arendal, and having an aggregate burden of 72,000 tons. Vessels of large tonnage can load and discharge at the stone quays of Brageruæs. The town also possesses a number of saw-mills, iron-works, and manufactories.

The railway-station lies at the S. end of a long *Timber Bridge*, crossing the Drammenselv and connecting *Strømsø* and Brageruæs. The bridge affords a pleasant promenade in hot weather, on account of the cool breezes always blowing up or down the valley. Charming prospect in every direction; the Brandposten (p. 17), with its two flagstaffs, is conspicuous on the hill-side to the right.

The bridge leads from the station to the *Brageruæs-Torv*, the chief market-place, in which, to the right, are the *Exchange* (with the *Post and Telegraph Offices*, entrance in the Stor-Gade, to the right), and facing us the *Rådhus* and *Byret* (court-house), with the inscription *Ret og Sandhed* ('justice and truth'). Ascending hence in a straight direction, between the two small towers of the Kirkegade, we soon reach the conspicuous BRAGERUÆS CHURCH, a handsome Gothic brick edifice by *Nordgren*, built after the fire of 1866, and consecrated in 1871. The choir is at the N. end, the

principal entrance in the S. tower. The interior is embellished with an \*Altar-piece by *Tidemand* (d. 1876), representing the Resurrection, and an \*Angel over the font by *Borch*. (The 'Klokker', or sacristan, lives in the one-storied white wooden house opposite the sacristy, to the left; fee  $\frac{1}{2}$ -1 kr.)

Following the road on the hill-side above Brageren Church, which ascends slightly to the right, or proceeding by the Cappelen-Gade below the church to the E. as far as Erik Børresen's Gade, and then ascending to the left, we reach after 12-15 min. the \*BRANDPOSTEN, one of the finest points of view near Drammen, affording an extensive prospect of Tangen, Strømsø, and Brageren, of 'Holmen' (p. 15), the valley of the Drammenselv, and the fjord. The veranda of the watchman's house is always accessible. Cannons are fired here whenever a fire is observed in the town.

The road proceeds hence, turning to the left after 10 min., to the (35-40 min.) *Klopkjær* (650 ft.), a sequestered lake in the midst of wood, whence the town derives its water-supply. To the left are pleasant grounds, and on the right is a small house where refreshments are sold. From the latter a footpath ascends to the right in 5 min. to *Prins Oscars Udsigt*, a rocky summit near another small lake, which affords a good survey of the Lierdal and the fjord. The mountains to the left are the Vardeas and the Skogumsaas. (From the small house above mentioned the traveller may ascend to the *Varde*, a much higher point, commanding a very extensive view.) — In returning avoid the very steep and stony short-cuts.

Another good point of view is the hill of \**Brageren*saas, easily reached in 35-40 min. by a new zigzag road, provided with numerous benches, which ascends above the churchyard to the W. of the Brageren Church. The view embraces the town and fjord, and the valley up to Hougund and Kongsberg. From the top the traveller may proceed (no path) to the *Klopkjær* and return by the *Brandposten* (see above).

A longer excursion may be taken through the Lierdal by the old Christiania road to the *Studenternes Udsigt* on the *Rejstad-Aas*, near which is the *Gaard Gjellebæk* with a wood-girt lake and a fine echo. The road formerly lay farther to the N., crossing the *Paradisbakker* (about 900 ft.). the marble quarries of which supplied the materials for the marble church at Copenhagen.

The RAILWAY TO HOUGSUND (Hønefos, Kongsberg) ascends the broad valley of the Drammenselv to (55 Kil.) *Gulskogen*, (64 Kil.) *Mjøndalen*, and —

70 Kil. **Hougund** (\**Rail. Restaurant*), the junction of the Randsfjord and Kongsberg lines. To the W. rises the *Jonsknut* (2952 ft.; p. 20). In the vicinity is the *Hellefos*, a fall of the Drammenselv, where boxes are placed for the purpose of catching the salmon as they ascend the fall. — Passengers for *Kongsberg* change carriages here (see p. 19).

The Randsfjord train continues to ascend the Drammenselv, which forms a number of picturesque waterfalls and cataracts, and we enjoy a succession of beautiful views. The river is crossed several times. 76 Kil. *Burud*. At (80 Kil.) *Skotselven* the train crosses the Drammenselv, which here forms the *Døviksfos*, and next stops at (87 Kil.) *Aamot*, on the left bank of the river. On the opposite bank are seen the waterfall of the *Simoa*, a tributary of the Drammenselv, and the *Nykirke*. The scenery at this point is remarkably fine. A little farther on is the influx of the *Snarumselv*, the river descending from Lake Krøderen and the Hallingdal. Recrossing to the right bank, the train next stops at (91 Kil.) *Gjethus*, near which is the *Gravfos*. A charming walk may be made hence to the *Hirsdal* with the *St. Olafsgryder*, large giants' cauldrons.

96 Kil. **Vikersund**, the junction of a branch-line to *Lake Krøderen* (p. 80), situated at the point where the Drammenselv issues from the *Tyrifjord*. A bridge crosses the river here to the church of *Heggen*, from which a road leads along the S. bank of the *Tyrifjord* to the *Holsfjord*, the S.E. arm of the lake (p. 15).

A pleasant drive may be taken from Vikersund (carriages at the station, or at the neighbouring posting-station *Krona*) to (4 Kil.) *St. Olavs-Bad* at *Modum*, now the most frequented watering-place in Norway, with a chalybeate spring, mud-baths, inhaling apparatus, and other appliances. The beautiful forests in the environs, the picturesque views of Ringerike and the *Tyrifjord*, and the *Kaggefoss* and other falls of the *Snarumselv* are among the chief attractions of the place. This district is moreover the scene of many traditions connected with *St. Olaf*. About 5 Kil. to the W. are the *Cobalt Mines of Modum*, worked by a German company.

Beyond Vikersund the train skirts the W. bank of the *Tyrifjord*, of which it affords beautiful views to the right. The wooded hills on the opposite bank are the *Krogskog* (with the *Krogklev*, p. 14) and the *Gyrihaug* (2216 ft.; *Gyvr* or *Gygr*, 'giantess'). Farther on the steep red-sandstone road ascending from *Sundvolden* to *Krogkleven* is distinguishable. 105 Kil. *Nakkerud*. 111 Kil. *Skjærdalen*. 119 Kil. *Ask*. The train now quits the *Tyrifjord*.

124 Kil. **Hønefos** (*\*Glatved's Hotel*, with a garden, pleasantly situated in the N. part of the town; *Jernbane-Hotel*, near the station, good view; *Skydsstation*, in the S. part of the town, near the church), a small town with 1150 inhab., ravaged by a serious conflagration in 1878, lies at the confluence of the *Bæga* or *Audalselv*, which descends from Lake Spirillen, and the *Randselv*, coming from the Randsfjord. The river formed by them is called the *Storelv*, which empties itself into the *Tyrifjord*, whence it afterwards emerges under the name of *Drammenselv* (p. 16). The *Bæga-Elv*, just before its junction with the *Randselv*, forms two waterfalls, of which that to the N. is rather a huge cataract, and which are together known as the **\*Hønefos**. Though of no great height, these falls are quite worth seeing (at least for travellers who have not yet visited the large falls in Thelemarken or Har-









danger), especially during the 'Flomtid' or 'Flaumtid' (flood time) in May and June, when the volume of water is very imposing. A fine view of the falls and the environs is afforded both from the bridges that cross the rivers above the town, and from the two within the town close to the falls. By passing under the bridges it is possible to reach a point nearer the seething waters. As is so often the case in Norway, a number of flour-mills and saw-mills are congregated here for the sake of the motive power afforded by the falls. A channel on the left bank of the N. fall conveys the timber to the mills with immense velocity. A road on the left (E.) bank of the Aadalselv leads in 1 hr. to the *Hofsfos*, another fine fall, close to the railway to Heen.

From Hønefoss to (18 Kil.) *Sundvolden*, from which we ascend *Krogkleven*, see p. 14; carriages may be ordered at the hotel.

131 Kil. **Heen**. — To *Lake Spirillen*, see pp. 85, 86.

Turning suddenly to the E., the train skirts the *Heensbreud* and the *Askelioug* (1409 ft.), traverses a wooded district thinly peopled, and finally stops at —

142 Kil. (88 Engl. M.) **Randsfjord Station** (\*Inn), see p. 89.

### 3. From (*Christiania*) Housund to Kongsberg and the Rjukanfos.

*Comp. the Map.*

From Housund to Kongsberg, 28 Kil. (17 Eng. M.), RAILWAY, in 1½ hr. (fares 2 kr. 65, 1 kr. 15 ø.). From Kongsberg to *Tinoset*, 65 Kil. (40 Eng. M.), by CARRIAGE in 10 hrs., including stoppages (or by carriage only to Bolkesjø, 4-4½ hrs., then by boat across the Folsjø, and walk to Tinoset, 5 hrs.). From Tinoset to *Strand*, 25 Kil. (15½ Eng. M.) STEAMBOAT in 2¾ hrs. (2 kr.), in spring and autumn thrice weekly (Mon. afternoon, Thurs. and Sat. forenoons), in summer five times weekly (Mon., Tues., Wed., and Thurs. afternoons, Sat. forenoon). From Strand to *Rjukanfos*, DRIVE of 3 hrs. and WALK of ¾ hr.

From Christiania to Housund, see pp. 13-17. The railway to Kongsberg (finest views on the left) next stops at —

5 Kil. *Vestfossen*, with several manufactories, near the beautiful *Ekersjø* or *Fiskumvand*, bounded by lofty mountains on the E. side (usually traversed by a steamboat twice weekly to *Eidsfos*). 11 Kil. *Darbo* also lies on this lake. 15 Kil. *Krekling*, where the slate-formation predominates. Farther on we obtain a fine view of the mountains towards the S. 22 Kil. *Skollenborg*, where sandstone makes its appearance, and the country becomes sterile. The *Labrofoss* (p. 20) lies about 1 Engl. M. to the S. of Skollenborg. The train approaches the *Laagen*, which descends from the Numedal and forms a waterfall, and stops at —

28 Kil. **Kongsberg**. — **Hotels**. VICTORIA, at some distance from the station, in the W. part of the town, on the right bank, R. & L. 2, A. ½ kr., B. 80 ø.; BRITANNIA, on the left bank, near the station. Both hotels are often crowded in summer.

**Carriages** to *Tinoset*: Carriage for 1 pers. 16, there and back 28 kr.; carriage with 2 horses for 2 pers. 30 or 52½ kr., for 3 pers. 36 or 63 kr.

Those who detain the carriage in Tinoset for more than one night pay 4 kr. extra per horse for each day. To *Bolkesjø*, carriage 8, carriage with 2 horses for 2 pers. 15, for 3 pers. 19 kr.; to *Hitterdal*, carriage 6½, carriage with 2 horses for 2 pers. 13, for 3 pers. 18 kr.

*Kongsberg* (490 ft.), an uninviting, but not unpicturesque town, situated on the *Laagen* or *Laugen*, in the S. part of the *Numedal* (p. 25), contains 4311 inhab. (formerly twice as many), who are almost all supported by the neighbouring silver-mines. Most of the houses are timber-built, but the large *Church* and the *Raadhus* are substantial stone edifices. The former was erected in the middle of last century, when the population of the town was about double the present number. The town owes its origin to the *Silver Mines* in the vicinity, which are said to have been discovered by goat-herds, and was founded in 1624 in the reign of Christian IV. In the town itself are situated the *Smeltehytte*, or smelting-works, where specimens of the ore may be purchased, the *Mynt* (mint), and a government *Vaabenfabrik* (weapon-factory), the last of which is near the *Hammerfos*. The rapid *Laagen* is crossed by two bridges. A monument to Christian IV. was erected here in 1883.

THE SILVER MINES OF KONGSBERG, the property of the government, now yielding an annual profit of about 22,000*l.*, were discovered early in the 17th cent. and have been worked with varying success. Of more than a hundred mines opened since the first discovery of the ore, four only are now of any importance. The principal of these is *Kongens-Grube*, about 6 Kil. to the W.S.W. of the town, which is nearly 2000 ft. in depth, and a little to the N. of this mine are the '*Gottes-Hülfe*', the *Armen-Grube*, and the '*Haus-Sachsen*' mines. Besides the perpendicular shafts descending to these mines, there are two level shafts or adits, the *Fredriks-Stollen* and the *Christians-Stollen*, entering them from the hill-side, the latter being 300 ft. below the other and connecting all the mines, the aggregate length of which is upwards of 5 Kil. — Permission to visit the mines is obtained at the offices in the market-place, but the expedition is a laborious one, which hardly repays the fatigue (guide 2 kr.). The veins of native silver which the mines contain are mingled with sulphuret of silver and copper pyrites, occurring generally in layers of calcareous spar. Beautiful argenteriferous crystals are also frequently found. The finest yet discovered is now in the University Museum of Natural History at Copenhagen.

The *Jonsknut* (2952 ft.), which rises a short distance beyond the *Gottes-Hülfe* and *Haus-Sachsen* mines, commands an admirable view of the *Gausta* and other mountains of *Thelemarken* to the W. Near the *Jonsknut* rises the *Skrimsfjeld* (2946 ft.), about 15-20 Kil. to the S. of the town, and also commanding a beautiful view.

About 3-4 Kil. to the S.E. of the town the *Laagen* forms a very fine waterfall called the *Labrofos*, 140 ft. in height, which is well worthy of a visit. — Another fall of the same river of equal grandeur is the *Hvitingsfos*, 20 Kil. from *Kongsberg*, on the *Laurvik* road.

FROM KONGSBERG TO TINOSSET there are two routes, the shorter and more picturesque but rougher road via *Bolkesjø*, and the high road via *Hitterdal*. The former route is generally preferred in going, the latter in returning. (An account of the '*Rodestolper*' passed *en route* will be found at p. 119; numerous snow-ploughs.)

a. VIA BOLKESJØ. We first follow the road ascending the *Numedal* on the right bank of the *Laagen* for 4 Kil. (see p. 25), and then turn to the left into the *Jondal* and ascend through the

pinces on the right bank of the *Jondals-Elv*. Farther on we cross to the left bank. After about 4 hrs. (including a short halt for rest) we reach the culminating point of the route (1825 ft.), where a magnificent view of the mountains of Thelemarken is suddenly unfolded. The most conspicuous heights are the *Lifjeld* (p. 27) and the *Gausta* (p. 23), which appears from this point in the form of a blunted cone. A little before Bolkesjø, a softer charm is added to the landscape by the presence of two lakes in the foreground, the *Bolkesjø* (1030 ft.) and the greater *Folsjø* (710 ft.). At —

34 Kil. (from Kongsberg) **Bolkesjø** (1285 ft.), a *Hotel and Sanatorium*, commanding a fine view, has recently been built, superseding a former simple cottage-inn. The fine 'Stabbur', or storehouse, of the latter should be noticed. — [Walkers may cross the Bolkesjø and Folsjø by boat (traversing the isthmus between these lakes on foot) to Vik ( $1\frac{1}{2}$  hr.) and thence walk to ( $3\frac{1}{2}$  hrs.) Tinnoset.]

Beyond Bolkesjø the road leads through wood, high up on the N.W. bank of the *Folsjø*, commanding several views of the *Bleifjeld* (3900 ft.) to the right. At the W. end of the lake lie the houses of *Vik*, about  $1\frac{1}{4}$  hr.'s drive from Bolkesjø. The *Tinn-Elv* soon comes into view on the left; the road descends and crosses the stream near the church of *Grandsherred*. About 5 min. later ( $1\frac{1}{4}$  hr.'s drive from Vik) we reach the high-road described below, on which a drive of 35 min. brings us to Tinnoset.

b. **VIA HITTERDAL.** The road at first runs towards the S., but after 2 Kil. turns to the W. into the valley of the *Kobberberg-Elv*. To the right rises the *Jonsknut* (p. 20). The road then gradually ascends the wooded *Medheia* and after 2-2 $\frac{1}{2}$  hours reaches *Jerngruben* (tolerable inn; 1350 ft.), where the horses are usually rested for an hour. Beyond Jerngruben the road continues to ascend for some distance, and then traverses the plateau (1450 ft.) in numerous undulations. On emerging from the forest it begins to descend into the Hitterdal, commanding a beautiful view; in front the mountains of Thelemarken, the *Himingen*, and the *Hæksfjeld*, to the left the Hitterdalsvand. We then pass the gaards of *Heibø*, *Tinne*, and *Hvale*, near the last of which a direct road diverges to the right to the (10 min.) Tinnfos (see below).

28 Kil. (pay for 36) **Notodden** (\**Hôtel Furuheim*, kept by J. G. Thomassen, R.  $1\frac{1}{4}$ -2 kr., D. 2 kr., B. 80 ø.; horses obtainable; *Victoria*, with the skyds-station, near the pier of the Hitterdal steamers, p. 19, well spoken of), a very pretty spot, with extensive pine-forests and many pleasant walks. The drive from Kongsberg to Notodden takes 4 $\frac{1}{2}$  hrs., that in the reverse direction at least 5 $\frac{1}{2}$  hrs. The horses are rested here 2 hrs., during which the traveller should dine.

The road now crosses the *Tinn-Elv* by a bridge which affords a view of the \***Tinnfos**, a beautiful waterfall formed by the river here. Near the waterfall, which we may approach more closely, is a

paper mill. The road, which is here almost level, then passes some unimportant inns (*Frøken Holst*) and the old skyds-station of *Lysthus*. About 6 Kil. from Notodden, to the right, lies the —

\***Hitterdals Kirke**, a grotesque-looking timber-built church, resembling the ancient church of Borgund (p. 95), and one of the greatest architectural curiosities of Norway. The style of architecture and general character of the ornamentation of the singular Norwegian 'stavekirker' relegate them to the 12th cent., the capitals of the pillars and the mouldings almost exactly corresponding, so far as the difference of material allows, to the details of Anglo-Norman architecture at the same period (Fergusson). They are constructed, like block-houses, of logs laid horizontally above each other and kept in position by strong corner-posts. The walls are surmounted by a lofty roof, the artistic construction of which was originally left open to view in the interior, though now, as in this case, often concealed by the interposition of a plain ceiling. The quadrangular nave is adjoined by a semicircular choir. Round the exterior of the building runs a low arcade (*Lop*), probably added as a protection against snow and cold; the lower part is closed, while the upper part is open and supported by small columns. Above the roof of this arcade appear the windows of the aisles, over which rises the nave, surmounted by a square tower with a slender spire. The windows of the aisle are an innovation, the original design having only small air-holes in their place. The capitals of the pillars, the doors and door-frames, and other suitable parts of the edifice are embellished with elaborate and fantastic carvings, representing entwined dragons, intermixed with foliage and figures. The projections from the ridges of the roof and gables are also carved in grotesque forms. The church of Hitterdal has been recently restored. The old episcopal chair at the back of the altar should be noticed. The key (*Nøglen*) is obtained in the parsonage, opposite the entrance to the church.

The road from Hitterdal to Tinnoset (26 Kil.) is tolerably level the whole way. The gaards of *Bamle* and *Kaasa* are passed. To the left the Himingen and the Hæksfjeld long remain conspicuous. To the right rises the *Kjøvingfjeld* (2265 ft.), which our road skirts towards the N., while the road to Hjørdaal (p. 27) diverges to the left. We now ascend the course of the *Ørvællu*, a small river which has forced its way through huge masses of debris, overgrown with pines and firs. The road crosses the river several times. At the 'Plads' *Bakken*, 21 Kil. from Notodden, the horses are rested. The road from Grandsherred and Bolkesjø (p. 21) joins ours on the right, 5 Kil. farther on. After 6 Kil. more we reach —

32 Kil. (from Notodden; a drive of about 5 hrs.) **Tinnoset** (*Kaull's Inn*, close to the steamboat-pier, tolerable, often full, R. 1 kr. 20, S. 1 kr. 20 ø.), a group of scattered houses at the S. end of the **Tinnsjø**, a lake about 22 Engl. M. long and 1-1½ M. in

width, enclosed by barren and precipitous mountains. A small screw-steamboat plies on the lake 3-5 times a week (see p. 19) between Tinnoset and *Sigurdsrud* at the N. end. Fare 2 kr.; hire of the whole steamer on its disengaged days 28 kr. for 7 pers., each additional person 2 kr. more. Small boat to Strand 13 kr. 60 ø.

The Tinnssjø on the whole resembles the Spirillen, but the banks are even lower than those of that lake. The steamer calls at two intermediate stations, *Sanden* (to the left) and *Hovin* (to the right). The finest point in the scenery is the *Haakenæs fjeld*, which the steamer skirts. Soon after,  $2\frac{3}{4}$  hrs. after leaving Tinnoset, we reach—

**Strand** (\**Fagerstrand's Hotel*, at the pier, R.  $1\frac{1}{2}$ , D. 2, S. 1 kr.; *Framnæs*, 2 Min. from the pier, only takes travellers when *Fagerstrand's* is full), near the church of *Måle*, at the mouth of the *Maan-Elv*. Stolkjærre for 1 pers. to Vaaer 4, for 2 pers. 5, there and back 8, Carriole there and back 6 or 8 kr.; Gig 6 or 10 kr.; open carriage with 2 horses for 2, 3, or 4 pers., there and back 16, 18, or 20 kr.; if kept over night, 2 kr. extra for each horse.

The good, and for the first 18 Kil. tolerably level road ascends the beautiful *Vestfjord-Dal*, on the left bank of the *Maan-Elv*. To the right opens the *Haakedal*, from the sides of which several waterfalls precipitate themselves into the valley below. The long and imposing ridge of the Gausta, with its snow-furrows, becomes visible to the left soon after leaving Strand. In about 1 hr. we reach (9 Kil.) *Nyland* (small \*Inn), the station for the ascent of the **Gausta** (6180 ft.), the highest mountain in S. Norway, which commands a magnificent view (ascent 6, descent 4 hrs.; guide, near the church, 4 kr.; the night may be spent at *Langefondseter*, about  $\frac{2}{3}$  of the way to the top).

We pass (3 Kil.) the straggling village of *Dale* (no inn), at the foot of the Gausta. (From Dale to Landsværk, see p. 27.) About 6 Kil. farther on the ascent becomes steeper. Looking back, we observe the Gausta presenting the appearance of a single sharp cone. Skirting the superb valley on the left, we at length reach (5 Kil.) *Vaaer*, a poor mountain hamlet (no inn), 23 Kil. from Strand (a drive of  $3-3\frac{1}{2}$  hrs.), where we alight. A steep and at places fatiguing footpath (guide unnecessary) ascends hence to ( $\frac{3}{4}$  hr.) *Krokan* (2300 ft.; \*Inn of the *Turistforening*, small and often full, R. 1 kr. 60 ø., S. 2, B. 1 kr. 20), about 250 paces beyond which is the point where the magnificent \***Rjukanfos** ('recking' or 'foaming fall') bursts upon the view. This waterfall, formed by the large *Maan-Elv*, is one of the finest in Europe and is about 800 ft. in height. The scene is stupendous in the early summer, when the river is swollen with melted snow, but less picturesque than when there is less water, as the fall is partially concealed by the spray and foam. The adjuncts of the fall are also remarkably picturesque. The point of view which we have reached is about 500 yds. from the fall, but it is scarcely advisable to attempt a nearer

approach. Some of the projecting rocks are not very secure. A well defined path, which the traveller should not quit, leads to the valley (10 min.), affording a view of the fall from below.

FROM THE RJUKANFOS TO THE HARDANGER FJORD. There are two practicable but somewhat trying routes for pedestrians and riders from the Rjukanfos to the Hardanger Fjord, one to Odde, and one to Eidfjord, of which the former is the easier. *Ole Knudsen Vaa* of Krokan may be engaged as a guide (distinct bargain desirable).

*To Odde*, 4-5 days. 1st Day. From Krokan to *Holvik* (Inn), on the *Mjøsrand* (2800 ft.), a walk or ride of 4 hrs. by a fatiguing path, on which snow sometimes lies early in the season. To the W. are the huge *Raulandsfjeld* and the *Theseggen*. The dreary-looking *Mjøsrand*, 22 Engl. M. long, and 1-6 M. broad, is then crossed by boat, passing *Mjøsstranden*, to ( $3\frac{1}{2}$  hrs.) the W. bank, whence a path, very rough and marshy at places, leads across the *Biddalselv*, in 6 hrs. to *Rauland* (Inn, tolerable), on the N. bank of the *Totakrand* (2080 ft.), or to *Berge* (Inn, fair), also on the lake, a little farther on. — 2nd Day. Row from Rauland or from *Berge* to *Kosthveit* (slow station) in 1 hr., and drive or ride thence by a rough road to (14 Kil.) *Jamsgaard i Vinje* in  $2\frac{1}{2}$  hrs., and from *Jamsgaard* via *Nylend* to (48 Kil.) *Botten* (p. 29) in 7 hrs. — 3rd Day: from *Botten* to the (17 Kil.) *Haukelisæter* a drive of 3 hrs., thence to (28 Kil.) *Røldal*, a ride or walk of 8-9 hrs. — 4th Day: from *Røldal* to (28 Kil.) *Seljestad*, a drive of 5-6 hrs., and thence to (25 Kil.) *Odde*, a drive of 4-5 hrs. — Comp. pp. 29-31.

The above route from the Rjukanfos to Odde may be varied as follows. Ride from *Holvik* by a rough and often marshy path all the way to *Berge* (see above) in 7-8 hrs. — Or row from *Holvik* to *Erlandsgaard* in 1 hr., walk to *Gibeen* in 2 hrs., cross the S. arm of the *Mjøsrand* in  $\frac{1}{2}$  hr., and walk to *Berge*, passing the fine gaard of *Gjuveland*, in 5 hrs. — From *Berge* or *Rauland* we may row to *Brunelid* in 2 hrs., then ascend through the steep *Grungedalsbygd* to *Nylend* (p. 28) in  $3\frac{1}{2}$  hrs., and drive thence in  $3\frac{1}{2}$  hrs. more to *Botten* (p. 29).

TO THE VØRINGSFOS AND EIDFJORD, 3-4 days, for pedestrians only. 1st Day. From Krokan to *Holvik* (see above) in 4 hrs.; row thence in  $3\frac{1}{2}$  hrs. to *Mjøsstrand*, and in  $3\frac{1}{2}$ -4 hrs. more to the upper end of the lake; walk in  $\frac{1}{2}$  hr. to *Mogen* (poor quarters). — 2nd Day (with guide to Eidfjord, 16 kr.). The path ascends towards the N.W. to the (6 Kil.) *Gjuvsjø*, a lake abounding in fish, passes several small tarns on the left, and crosses (20 Kil.) the *Gjuvaa*, a stream  $1\frac{1}{2}$ -2 ft. deep. It next passes the (6 Kil.) *Skarvand*, and then three mountain-lakes on the left, where the soil is boggy and the scenery very desolate. Farther on we pass several more tarns on the left, and the *Lagtjørn* and *Nordmands-Laagen* on the right, the latter of which is well stocked with fish. Just beyond this lake we have to cross the *Bessaelv*, a considerable stream which falls into the lake, and here, after a laborious walk of 12-13 hrs., we spend the night in the *Bessaub*, a small stone hut which affords no accommodation of any kind. (It is, however, preferable, if possible, to spend the night in a fisherman's hut on the neck of land between the *Lagtjørn* and *Nordmands-laagen*.) — 3rd Day. Our route continues to traverse wild and bleak mountain scenery, occasionally crossing snow, to (25 Kil.) *Berrastelen*, a walk of 5-6 hrs., whence a good path leads in 2 hrs. to the (9 Kil.) *Vøringsfos*, near which is the farmhouse of *Høl*, where if necessary the night may be spent. From *Høl* to *Eidfjord*  $3\frac{1}{2}$ -4 hrs.

### From Kongsberg to the Hardanger Fjord through the Numedal.

This excursion takes 4-5 days. Of the three great routes (comp. pp. 79, 85) leading from E. Norway across the Fjeld to W. Norway, this is the least attractive. Fine scenery, however, is not altogether lacking, while the inhabitants have retained more of their primitive characteristics than those of Valdres or the Hallingdal, and the interest of their country

is enhanced by numerous traditions. A carriage-road with fast stations leads through the Numedal to *Brøsterud* (138 Kil. or 85½ Eng. M.), from which driving is also practicable to *Floten*, 11 Kil. farther, beyond which the traveller must ride or walk.

The road follows the right bank of the *Laagen*, which descends from the *Nordmands-Laagen* in *Hardanger* (1500 ft.; see above). As far as *Skjønne*, where the *Laagen* and *Opdalselv* unite, the scenery is somewhat monotonous.

17 Kil. *Svennesund*. Farther on we pass the church of *Flesberg*, situated on the left bank of the *Laagen*. The next stations are (14 Kil.) *Høimyr*, (17 Kil.) *Alfstad*, and (23 Kil.) *Helle*, at the S. end of the *Kravik-Fjord* (868 ft.). The district between the church of *Væglid* and *Skajem* is picturesque. The road runs for 22 Kil. along the bank of the *Kravikfjord* and *Nore-Fjord*, which had better be traversed by boat, and passes many thriving farm-houses. One of the old buildings of *Guarden Kravik* is said to date from the 12th century. The *Nore-Kirke*, on the W. bank of the *Nore-Fjord*, an old timber-built church now doomed to demolition, contains interesting paintings and inscriptions in a kind of hieroglyphics, the objects (eyes, ears, animals, the devil, etc.) themselves being represented. — The *Eidsfjeld* (4300 ft.), rising to the W., may be ascended from *Nore* in one day.

25 Kil. *Sævli* lies at the N. end of the *Nore-Fjord*, and 3 Kil. farther is *Skjønne* (920 ft.), an ancient 'Tingsted', or place of asize, now belonging to the brothers *Torsten*, *Torgil*, and *Kettil*, who accommodate visitors at their farm.

From *Skjønne* across the *Fjeld* to *Hol* in the *Hallingdal*, 11½-2 days. The bridle-path ascends rather steeply, skirting the *Laagen*, which rushes through its channel far below, and passing the *Øygaarde*, to the (11 Kil.) S. end of the *Tunhøvd-Fjord* (2550 ft.). At *Haga* we take a boat and ascend the lake, being towed through several rapids, to the (22 Kil.) N. end. Then a steep ascent to *Tunhøvd*, a hill-farm, where good quarters for the night are obtained. Next day we cross monotonous 'Heier' (barren heights), skirting the *Rødungsvand* (2790 ft.) and the base of the *Sangerfjeld* (3755 ft.), and passing several sæters, and at length reach *Hol* (*Hammersbøen*) in the *Hallingdal* (p. 84).

A little beyond *Skjønne* the road enters the *Opdal*, and the scenery becomes very picturesque. Within the next 8 Kil. (5 Engl. M.) the road ascends 600 ft. to the *Fennebuffjord* (1525 ft.), at the W. end of which is (14 Kil.) *Liverud*. Thence to (22 Kil.) *Brøsterud* (2550 ft.) a continuous ascent through a somewhat monotonous region.

From *Brøsterud* to *Hol* in the *Hallingdal* a mountain-path leads in 1-1½ days. It crosses a hill (3800 ft.) whence the *Hallingskarv* to the N.W. and the whole of the *Jotunheim* chain are visible, and then descends past the *Vass* and *Høfde* sæters to *Kjensaa*s in *Daglid* (2750 ft.). We again cross the mountain to the *Skurdal* (2740 ft.; poor quarters), and then another height to the *Ustadal*, pass several farms, and reach *Hammersbøen* and *Hol* (p. 84).

For the journey across the mountain 'Vidda' ('width', or 'expanse') to the *Hardanger* (100 Kil., a walk of two days at least) a guide should be engaged either at *Brøsterud*, or, if possible,

lower down the valley (12 kr.), and a supply of provisions obtained. The route starts from the *Floten* (*Flaata*, or *Nørstebo*) farm, 14 Kil. to the N. of Brøsterud (good quarters), at first follows the sæter-path, and then traverses a lofty plateau (4000 ft.) commanding an extensive view in every direction. It passes the S. side of the *Solheimsfjeld*, the *Skarsvand*, and the *Ygelidsæter*; it then leads round the *Holjebrøtefjeld* to the *Gjetsjø* (*Langvand*), where the *Laagen* is crossed by boat, and to *Hansbu* (3380 ft.), a fisherman's hut at the E. end of the *Langesjø*, which affords poor quarters for the night (45 Kil. from Floten). — Next morning our route leads round the *Rødhellerfjeld* to the N.W. to the *Holmetjern*, and then, crossing the boundary between the Numedal and the Hallingdal Fogderi, and skirting the *Svinta*, reaches the *Nybusætre* (3600 ft.), on the *Nybusjø*, the first on the W. side of the fjeld (*Vestenfjeldske Norge*). Beyond this we generally follow the course of the *Bjøreia*, which lower down forms the *Vøringsfos* (p. 61), and cross snow-fields, brooks, and marshes. The path is marked by 'Varder', or signals, as far as *Storlien*, and thence to *Maurset* (2370 ft.) and *Hol* it cannot be mistaken (comp. p. 84).

#### 4. From Christiania to Odde.

##### Thelemarken.

*Comp. the Maps, pp. 18, 32.*

THELEMARKEN, one of the most picturesque districts in Norway, extending from the vicinity of Kongsberg on the E. to the Haukeli-Sæter on the W., and from Kragerø on the S. to the Hardanger Vidda on the N., boasts of several beautiful lakes, a number of fine waterfalls, and much wild mountain scenery, but cannot compare in grandeur or variety with the W. coast of Norway. It is, however, now visited by large numbers of tourists. The inns have improved considerably of late years, and are now often really clean and comfortable; the charges are somewhat high. Many of the lakes afford excellent trout-fishing, so that, if the pursuit of angling be combined with the exploration of the scenery, several weeks might most pleasantly be devoted to this district alone. Some of the mountains and forests also afford good shooting. The following description embraces the two chief routes through the district from E. to W.

##### a. VIA KONGSBERG.

40½ Kil. (251 Engl. M.). RAILWAY to *Kongsberg*, 98 Kil., see p. 19; carriage-road thence to the *Haukeli-Sæter*, 223 Kil.; road for part of the way, and then bridle-path, to *Røldal*, 30 Kil.; carriage-road to *Odde*, 53 Kil. — This fine route may be accomplished with tolerable ease in 5 days, but 8-10 days should, if possible, be devoted to the journey and the points of interest on the way. Travellers by this route desirous of seeing the Rjukanfos and of avoiding the rough route thence to Holvik, the Totakvand, and Jamsgaard (p. 24) may visit the waterfall from Lysthus, returning thither by the same route, in 2 days. The direct route may be conveniently divided into the following stages: — 1st Day. Railway to *Kongsberg* (dep. early in the morning, arr. about noon); drive to *Landsverk* (17 Kil. beyond Lysthus, the station for the digression to the Rjukanfos) in 8-9 hrs. — 2nd Day. Drive to *Mogen* in 10-12 hrs. — 3rd Day. Drive to *Botten* in 10-12 hrs. — 4th Day. Drive to *Haukeli-Sæter* in 2½-3 hrs.; walk or ride to *Røldal* in 7-8 hrs. — 5th Day. Drive

to *Odde* in 9-10 hrs. — The usual charge on this route for a horse and horse and carriole is 15 ø. per kilomètre. The stations are all fast.

From *Christiania* to *Kongsberg*, and thence to *Notodden* (*Furuheim*) and the church of *Hitterdal*, see R. 3.

Pedestrians will be repaid by leaving the high-road 5 Kil. beyond *Hitterdals-Kirke* (p. 22), crossing the river, ascending the *Himingen* (3440 ft.), an isolated, pyramidal hill which commands an admirable view in every direction, and descending thence to *Mosebø* (see below), a walk of 7-8 hrs. (guide desirable).

About 10 Kil. beyond *Hitterdal* the road to the *Tinnsjø* (p. 22) diverges to the right (N.), while our route leads to the W. to —

19 Kil. *Landsværk i Sauland* (poor station) amid picturesque scenery. Better accommodation at (2 Kil. farther) *Kleppenhagen i Sauland* (Hôt. *Løvheim*, moderate). — 1 Kil. farther on, *Mosebø*.

FROM *MOSEBØ* TO *DALE* in the *Vestfjorddal*, or *Maanelv Valley* (p. 24), 39 Kil. (24 Engl. M.). — Carriage-road to *Bøen* in the *Tudal*, 23 Kil. (14½ Engl. M.); thence by a sæterpath across the spurs of the *Gausta* and past the *Langefondseter* to *Dale* in 4-5 hours. A long, but in many respects interesting day's journey. By sleeping at *Bøen* and starting very early next morning, we may ascend the *Gausta* on the way.

As we ascend the valley the scenery becomes wilder and more imposing. Passing the *Hjersjø* on the left, we next stop at —

17 Kil. *Skeje i Hjørdaal* (poor station).

From this station the traveller may ascend the *Vindegg* (4890 ft.), which commands a magnificent survey of the *Gausta* and other mountains. The route ascends in 2-3 hrs. past several picturesque waterfalls, the parsonage, the *Fyrebøvatn*, and a number of sæters, to the *Præstegaards-Sæter*, from which the summit is reached in 2-3 hrs. more (guide desirable).

The road now ascends to the watershed between the *Hjørdaal* and the *Flatdal*. Near the top of the hill (11 Kil.) a road diverges to the N.W. to (11 Kil.) *Aamotsdal*, whence paths lead to the *Totakvand* and *Mjøsvand* (p. 24), the former being about 40 Kil., the latter 50 Kil. from our present route. From *Aamotsdal* another path leads viâ *Rækeliid* to (28 Kil.) *Vaær* (p. 23). Our road turns towards the S. and descends by zigzags, commanding very striking views. to *Flatdal*, with its little church and sprinkling of farms, beyond which is the *Flatdalsvand*, with the *Skorvefjeld* (4440 ft.) rising in the background. Adjoining the lake is the *Spaadomsnut*, the falling of which into the water, according to local tradition, will be the prelude to the end of the world. Farther on we obtain a view of the *Siljordsvand* (400 ft.), a picturesque lake, 17 Kil. (10½ Engl. M.) in length, traversed 4-5 times weekly by a small steamboat. On the N.E. side of the lake rises the *Lifjeld*, on which two French aeronauts descended in 1870, having arrived in their balloon from Paris in 15 hours. At the N.W. end of the lake, along which our way leads, lie the church of *Siljord* and the gaard of *Moen*, at the junction of a road to *Skien* (p. 34).

26 Kil. *Nordgaarden i Siljord* (\**Hoff's Inn*, also the skyds-station, moderate), prettily situated near the *Siljordsvand*, 20 min. from the steamboat-pier.

About 12 Kil. from *Siljord* we pass the finely-situated *Brunke-*

*bergs-Kirke*, splendidly situated on the watershed, where the road to (10 Kil.) *Kirkebo* and (4 Kil.) *Hvidesid* diverges to the left, commanding very striking views in the descent to *Kirkebo* (steamboat on the *Hvidesjø* see p. 35).

Our route now leads to the N.W. through the *Morgedal*, passing near several considerable lakes, abounding in trout. We next stop at (10 Kil. from the church) —

23 Kil. *Berge i Brunkeberg* (tolerable station), and then cross a range of hills of considerable height to —

15 Kil. **Mogen i Høidalmo** (good station), near which a road diverges to the S. to (14 Kil.) *Laurdal* on the *Bandaksvand* (p. 36). In the vicinity are several lakes which afford good fishing. A hilly but very picturesque bye-road leads hence towards the N. to (37 Kil.) *Rauland* on the imposing *Totakvand* (p. 24). — Our route continues in a straight direction, traversing a fine mountainous region.

21 Kil. **Mule i Vinje** (1500 ft.; tolerable station), prettily situated at the E. end of the *Vinjevand*.

*From Mule to Næslund and Ravnejuvet*, see p. 36.

From Mule, a somewhat hilly road ascends the N. bank of the lake for about 200 yds., passing several farms, amongst which is *Jamsgaard* (no station), where a carriage-road diverges to *Kosthveit* on the *Totakvand* (p. 24). — Our road descends abruptly to the church of *Vinje*, at the N.W. end of the *Vinjevand*. Here a beautiful view is obtained of the *Midtfjeld* (4527 ft.) and of the *Orm Eggen* to the S.W. The road then crosses the *Grungedals-Elv* by a lofty bridge, and follows the right bank of the river towards the N., first passing through a pine-wood, and then ascending to the hamlet of *Kringlegd*. The *Flaatsbunut* on the *Totakvand* now comes into sight to the N., and remains in view during the remainder of the journey through the somewhat monotonous valley. We now cross the *Elv* by the *Grungedalsbro*, a sort of Norwegian 'Devil's Bridge', commanding a delightful view to the S. and W. Here the road is joined on the right by a footpath from Brunelid on the *Totakvand* (p. 24). A little farther on we reach the pretty *Grungedalsvand* (1590 ft.), on the N. bank of which is situated the station of —

21 Kil. *Nylund* (poor; overcharges complained of). The next part of the route, skirting the green but shallow lake and affording a good view of the *Grungedalsfjeld*, is very picturesque. After passing the *Church of Grungedal* we reach the farms of *Eilandt*, where travellers in the reverse direction generally halt for  $\frac{1}{2}$  hr. (An uninteresting footpath leads hence to the N.W. end of the *Totakvand*.)

The road now follows the left bank of the *Flaathøl-Elv*. To the left (S.) we see the fine *Vafos* descending from the *Langeidvand* in a series of bold leaps. Near the farm of *Kasti*, to the right, the pines disappear. The route now ascends the dreary and almost

entirely uninhabited valley, passing several *Høl*, or deep pools formed by the Elv after breaking through, in the form of waterfalls or rapids, the various rocky barriers thrown across its course. The largest of these waterfalls is named the *Rjukanfos* (comp. p. 23), the largest *Høl* the *Ekelidhøl* (2290 ft.). Continuing to ascend without intermission, we at last reach —

26 Kil. *Botten i Grungedal* (2590 ft.; good station), situated on the pretty *Voxlivand* and commanding a good view of the *Grovhoved*, *Simlenuten*, and *Haukelifjeld*.

FROM BOTTEN TO STAVANGER. Good walkers (for the path is almost too rough for riding) may here diverge to the S.W. to (45 Kil.) *Jordbrekke*, a walk of 14-16 hrs., and (7 Kil.) *Roaldkvam* on the *Suledalsvand*. From *Roaldkvam* to Stavanger via *Hylen* or *Sand*, see p. 49.

Beyond Botten the road at first skirts the *Voxlivand*, passing the farm of *Voxli* on the right, and then the *Arrebuvand* and the *Evenbuvand*. The district traversed is deserted and monotonous, a few old and dying pines being almost the only objects to attract the eye. Farther on the road runs more to the right, on the hill, and reaches a point commanding a fine \*View of the mountains to the W.: to the left *Vasdalseggen* (5765 ft.), then *Kistebunuten*, the *Källevasheia*, the *Sveien*, and to the right, the *Storefond*. Below us, to the left, lies the *Kjælavand* (2940 ft.), to the S. of which rises the *Kjælatind*. The trees now entirely disappear. The road now traverses the high-lying plateau to —

17 Kil. (pay for 22) *Haukeli-Sæter* (3720 ft.; good accommodation; two buildings with about 20 beds, open only from June 15 to Sept. 15).

*Guide* to Røldal 4 kr., necessary as far as Tarjebudal (p. 30) only. *Horse* with guide (and side-saddle if required) 6 kr.; for a heavy portmanteau a second horse must be engaged; trunks could not hitherto be taken. *Stolkjærre* to the Fjeld 15 ö. per kilomètre. The tariff from Tarjebudal to Røldal is the same, but carriages cannot be obtained unless ordered by 'forbud'.

The *Haukeli-Sæter* or *Haukelid-Sæter* is a fjeldgaard at the E. end of the *Staavand*. It lies in the midst of most imposing scenery, and commands an unimpeded view of the above-named mountains of the fjeld, with the exception of the *Storefond*. The peaks and even some parts of the plateau remain covered with snow as late as August. — Comp. the Map, p. 54.

The new road from the *Haukeli-Sæter* to Røldal is now (1885) completed all but about 2½ M. in the middle, where the journey is somewhat rough and laborious. The scenery, particularly on the first and last parts of the route, is impressive if not exactly picturesque. The cube-shaped mountains fall away abruptly on all sides, and their bases are surrounded with desolate 'Ures' (fallen stones). The deep and narrow side-valleys lead on the N. to the lonely Sæters of the Hardangervilde, where herds of reindeer are kept. a landscape of great grandeur but bleak and desolate in the extreme.

The new road leads from the *Haukeli-Sæter* towards the N. W..

skirting the *Staavand*, as far as the bridge over the outflow of the *Ullevaa-Vatten* (3100 ft.), where the *Nupsfos* descends from the N. To the left rise the lofty mountains of the fjeld, to the right is the *Storefond*, with the *Nups Eggen* (5695 ft.). At the bridge we quit the Bratsbergsamt and enter the Bergenhusamt; the following sæters, although situated on the E. side of the fjeld, consequently belong to Røldal. Pedestrians and riders cross the bridge and follow the 'strong' sæter path on the S. bank of the Ullevaa-Vatten, leaving the *Ullevaa-Sæter* to the left. The carriage-road remains on the N. bank of the lake, and unites with the bridle-path at its W. end. The scene is one of wild and lonely grandeur: to the right the steep sides of the *Storefond*, to the left the *Sveien*, in front of us the *Stafsnuten*, to the right of the latter the *Rekkingsnuten* and the *Midtdürrnstene*.

About 8 Kil. from the Haukeli-Sæter the path ascends in steep zigzags to the ( $1\frac{1}{2}$  hr.) pass of *Dyreskard*, the highest point of which lies 3720 ft. above the sea. At the top there is generally a good deal of snow, forming the so-called *Dyre Fond*. The path now turns to the S., passing after 20 min. a *Refuge Hut*, on the right, at the base of the dark *Stafsnuten*. We then descend by a stony path to the green and solitary *Gistenvatten*, the N. bank of which we then skirt (10 min.). The N.W. side of the *Kællevasheia* now comes into sight on the left. — We follow a W. direction and in 20 min. reach the —

**Midtlæger-Sæter**, a small earthen hut on a lake, where a halt is usually made for resting (milk, bread, etc.). The scenery is monotonous. In  $\frac{1}{2}$  hr. more we pass the *Svandalsflaene*, a lonely sæter-house at the foot of the *Stafsnuten*, to be made a skyds-station on the completion of the road. To the left, farther on, are several small tarns, above which rises the jagged *Rensnuten*; to the W., in the distance, the snow-clad *Horreheia*. The river flowing hence towards the S. forms the *Navlefos* lower down (see below). Crossing a hill called *Staven*, we now descend gradually to the *Risbo-Elv*, with the *Ormefald* sæter to the right.

At this point the CARRIAGE ROAD recommences, crossing the stream and descending the *Tarjebudal*. The scenery becomes more interesting, and from the hill above the *Valdal* a fine view is obtained of the valley, the blue lake of Røldal, and the *Horreheia*. The road now descends to the *Valdal*, crosses the stream, and follows the right bank. (The old bridle-path along the ridge is shorter but not to be recommended.) At the farm of *Stohovden* (to the right) we enjoy an admirable view of the *Navlefos* (to the left), above which lie several sæters. We now soon reach the beautiful *Røldal* with its numerous farms. The lake, with the *Holmenuten* and *Røldalsæaten* (4100 ft.) rising to the S.W., forms a very attractive picture.

30 Kil. *Gryting i Røldal* (good quarters; accommodation also at *Hugen's*, the *Lensmand*, well spoken of) lies at the N. end

of the small *Røldalsvand* (6 Eng. M. in length), surrounded by precipitous mountains. Near it is a conspicuous old 'Stavekirke' (p. 22), which still contains a few relics of Roman Catholic times.

FROM RØLDAL TO STAVANGER. We row to *Botten* at the S. end of the lake, and then ride across the fjeld to (23 Kil.) *Næs* on the *Suledalsvand*, whence Stavanger is easily reached (see p. 49).

The new road to Odde crosses the *Tufte-Elv*, skirts the N.W. bank of the lake to *Horre*, and then ascends gradually, through interesting scenery, by a series of interminable windings known as the *Horrebrækkene*, which the pedestrian can considerably abbreviate. The *Botten-Sæter* is passed on the left. To the right rises the precipitous *Horreheia*, to the left the *Elgersheia*. Fine retrospect of the *Røldalsvand* and the *Bredfond* and other mountains to the E. At the top of the lonely plateau (3300 ft.), the road passes several small tarns. A little farther on the view of the W. part of the fjeld begins to disclose itself, increasing in extent and grandeur as we descend the **\*\*Gorsvingane**. Deep below us lies the narrow *Gorsbotn*, surrounded with precipitous mountains and enclosing the dark-blue *Gorsvatten*, with a waterfall at one end. Beyond this valley lies the extensive district of Odde, with the snow-fields of the flat *Folgefond* (p. 54), many miles in length. The whole scene is one of great grandeur and peculiarly Norwegian in style. The old bridle-path runs parallel with the *Gorsvingane*, on the other side of the brook, which is crossed by several snow-bridges. Farther on it changes its name to the *Hedsten-Elv*. On arriving at the lower end of the *Gorsvatten* (2800 ft.), we pass through a kind of rocky gate, beyond which the whole landscape above described is seen before us as in a map. We then proceed in easy windings, passing the *Svaagen* and the *Hedstensnuten* on the right, to an uninteresting green plateau, on which lies —

28 Kil. *Seljestad* (2070 ft.; unpretending quarters; new inn near the station). Farther on the road crosses the *Elv*, which soon after forms the *Hesteklevfos* (worth alighting to see), and then descends circuitously by the *Hesteklev*, which is continued by the *\*Seljestadjuvet*, a deep and formerly dangerous ravine. Fine views at every point of the *Folgefond* and the mountains of Odde. We again cross the *Elv* and follow the right bank. The *Jøsendal* opens on the left, to the right are the houses of *Skare* (p. 66).

The road descends the valley and leads by *Hildal* (16 Kil.; p. 66) to *Odde* (65 Kil.), see pp. 66, 65.

#### b. VIÂ SKIEN.

This route generally takes 6 days, but under favourable circumstances may be completed in less. — 1st Day. From *Christiania* to *Skien* by railway, 204 Kil. or 125 M.; by express train in 6½ hrs. (fares 11 kr. 30, 7 kr. 70 ø.), by ordinary train in 7-9½ hrs. (fares 9 kr. 20, 6 kr. 15 ø.). The steamer, four times weekly, takes 10-14 hrs. From *Skien* to *Ulefoss* by steamer, in connection with the express train, in 2½ hrs. (daily except Sun.; fare 2 kr.). — 2nd Day. Drive to *Strøngen* in 3 hrs.; from *Strøngen*

to *Dalen* by the steamer 'Thelemarken' on the Flaa, Hvideseid, and Bandak Lakes (daily except Sun., Tues., and Frid.) in 6½ hrs. — 3rd Day. Drive from *Dalen* viâ *Eidsborg Church* (whence *Rannejuvet* may be visited) to *Mogen i Heidalsmo*, or walk or ride by the direct route to *Mule i Vinje*, both on the road to *Odde*, see p. 28. — 4th, 5th, and 6th Days, as in *Route a*.

*From Christiania to (53 Kil.) Drammen*, see R. 2. The railway ('*Jarlsbergbane*') from *Drammen* to *Laurvik* and *Skien* runs to the S.W. past the suburb of *Tangen* and then ascends, at a considerable gradient (1:80), the *Kobberviksdal*, the highest point of which is reached at (62 Kil.) *Skouger*. — 69 Kil. *Galleberg*.

73 Kil. (45 Engl. M.) *Sande*, with the church of the same name, situated near the *Sandefjord* or *Sandesognfjord*, of which a fine view is obtained to the left. The next part of the line skirts the fjord.

86 Kil. *Holmestrand* (*Hôtel du Nord*; *Vesman's*), a sea-bathing-place with 2200 inhab., situated at the foot of a steep porphyry cliff. The train now leaves the coast for a little. 96 Kil. *Nykirke*. 100 Kil. *Skopum*, near the *Borrevand*; branch-line hence to *Borre* and (3 Kil.) *Horten* on the *Christiania Fjord*.

103 Kil. (64 M.) *Angedal*. 109 Kil. *Barkaker*. To the right we see the château of *Jarlsberg*. The train then passes through a short tunnel and reaches —

115 Kil. (71 M.) *Tønsberg* (*Victoria Hôtel*), a town with 5200 inhab., and the oldest in Norway, dating from the time of *Harald Haarfaagre*. This is the headquarters of *Sven Foyn* (see p. 265) and a number of hardy Arctic mariners residing chiefly in the islands of *Nøtterø* and *Tjømsø* to the S. of the town, who man the fleet of about fifty whalers and seal-hunting vessels of considerable size (one-third of them being steamers) which annually starts from this port. The hill above the town, formerly crowned by a castle and now penetrated by the above-mentioned railway tunnel, commands a beautiful view.

The line does not extend any farther in this direction, and the train backs out of the station and returns for 7 Kil. in the direction from which it came. At (121 Kil.) *Sem* or *Semb* it crosses the *Oulie-Flv.* 128 Kil. *Stokke*. 135 Kil. *Raastad*.

139 Kil. (86 M.) *Sandefjord* (*Hôtel Kong Karl*; *Heidemark's Hotel*, well spoken of; *Johnsen's Hotel*), a favourite, but somewhat expensive watering-place with 2500 inhab., prettily situated on the fjord of the same name. It stands in regular steamboat communication with *Christiania*. The sea here in summer swarms with medusae ('maneter'), which make not altogether desirable addition to the pleasures of bathing, but are said to exercise a beneficial effect in certain ailments. Mud-baths and sulphur baths are also employed here. — The *Jættegylder* near *Aasen* are very interesting; the largest is upwards of 20 ft. deep. Other giant-caldrons of a similar kind at the (6 Kil.) *Vindalsbugt* may be visited by boat. — The whole district between *Tønsberg* and *Laurvik* is









replete with historical interest. At *Hjertnæs*, where there are several Bauta Stones, one of the Viking ships now exhibited at Christiania (p. 7) was dug up.

144 Kil. (89½ M.) *Joberg*, in the midst of a well-wooded district. 149 Kil. *Tjødelling*, commanding a view of the *Laurviksfjord* as far as *Fredriksværn*. In the vicinity is the hamlet of *Kouping*, perhaps the old historical *Skiringssal*. The train now crosses the *Laagen* (p. 25), which descends from the *Numedal*, by a bridge 550 ft. in length, with five arches. It then traverses the suburb of *Thorstrand*, passes through a tunnel, and reaches —

158 Kil. (98 M.) **Laurvik.** — **Hotels.** \*LAURVIK'S HOTEL, 5 min. to the W. of the harbour, on the *Faris-Elv*, R. 1 kr. 60 ø.; VICTORIA HOTEL; CENTRAL HOTEL.

**Bath Establishment** (Dr. T. C. Holm's), at the harbour, near Laurvik's Hotel, with good sulphur, mud, and warm salt-water baths, and a sulphurous drinking-spring; pens. 16 kr. weekly, R. 20 50 kr. per month. 'Kurpenge', or visitors' tax, for baths, physician, and spring, 20 kr. per week, for a stay of more than a month 15 kr. per week. — **Sea-Baths**, to the W. of the harbour.

*Laurvik* or *Larvik*, formerly the capital of the county of that name, is finely situated near the mouth of the *Laagen* or *Lougen* in the *Laurviksfjord*, and is a pleasant place for a short residence. With the suburbs of *Langestrand* to the W. and *Thorstrand* to the E. it contains 8000 inhabitants.

The station lies close to the harbour, which the railway skirts. A pleasant walk may be taken along the wharfs. Proceeding towards the E., we reach, on the right, the *Laurviks Kirke*, which commands a fine view of the fjord, or in a straight direction, beyond the prison, the *Herrgottsbakken*. To the W., the bridge crosses to the suburb of *Langestrand*; it is, however, better to turn to the N. before reaching the bridge and follow the principal street, passing a weir, to the (10 min.) *Farisvand*. The outflow of this lake affords the motive power for the *Fritzø* saw-mills, and several other manufactories. We then return to the above-mentioned weir, ascend to the left to the town itself, and proceed towards the N. to the (¼ hr.) \**Bøgeskov*, a fine beech-plantation, commanding a beautiful view, especially by evening light (café; best point of view at the W. end of the ridge traversing the park). The direct way from the harbour to the *Bøgeskov* passes the *Brandvagt* on the left.

The railway crosses the *Faris-Elv*, and skirts the W. bank of the picturesque *Farisvand*. 169 Kil. *Tjøse*; 181 Kil. *Aaklangen*, on the small lake of that name. The train now turns to the S., passing several lakes. 188 Kil. *Birkedalen*; 191 Kil. *Eidanger* (Hotel; several bath-houses in the fjord), ½ hr. from the station, pleasantly situated on the *Eidanger-Fjord*.

195 Kil. (121 Engl. M.) *Porsgrund* (*Stiansen's Hotel*, well spoken of; *Victoria*, with café, R. & L. 2 kr. 55 ø., tolerable), a town of 8600 inhab., situated on both sides of the *Skiens-Elv*, which descends from the *Nordsjø* and here enters a bay of the *Friersfjord*.

The harbour generally contains some large English and American vessels, taking in cargoes of ice from the 'Ishuse' at *Traag*.

Beyond Porsgrund the train ascends the left bank of the broad *Skjens-Elv* to —

204 Kil. (125 Engl. M.) **Skien**. — **Hotels.** 'HOYER'S HOTEL', at the pier of the southward-bound steamers, R. & L. 2½, A. 50 ø., B. 1, D. 2 kr.; VICTORIA, on the hill above the railway station, R. 2 kr., D. 2 kr. 40 ø.; PHOENIX, on the hill behind Hoyer's. The two last second class.

**Steamers.** The steamers for Thelemarken (to the N.W.) start from the dam to the N. of the Damfos: to *Ulefos* and *Tangen i Hitterdal* twice daily except Sun., in 2½ and 5½ hrs. (fares 2 and 3½ kr.). Those for the S. (*Porsgrund*, *Langesund*, *Christiania*) ply 4 times weekly, starting from the pier opposite Skjens Hotel, about ½ M. (Engl.) from the other steamboat-quay.

*Skien* (pronounced *Schïen* or *Skien*), a town with 5460 inhab., the ancient *Skida*, dates originally from the 14th cent., but in consequence of repeated fires now consists of modern wooden houses. The church was erected in 1777. Between the two steamboat piers are the *Klosterfos* and the *Damfos*, two waterfalls of great volume, which are crossed by bridges. On a small island between the falls formerly stood the nunnery of *Gimsø*, founded in 1110. On the steep *Bratsbergklev*, to the E. of the town, are the ruins of the (½ hr.) *Bratsberg Chapel*, belonging to the adjacent *Bratsberg-Gaard*, which has given its name to the entire district (fine view).

The steamer for *Ulefos* ascends the *Skjens-Elv*, passing through the three curious locks of *Løveid*, and after 1 hr. enters the *Nordsjø* (50 ft. above the sea), a picturesque lake about 45 Kil. or 28 Engl. M. in length. To the right in the rocky bank, at a height of about 200 ft. above the surface of the water, is the *Mikalshule*, or Michael's cave, which may be visited by boat from *Løveid*. Religious services were held in it in former times. In about 1 hr. after entering the lake the steamer reaches —

28 Kil. *Ulefos i Holden* (skyds-station at the pier, small but tolerable; *Peer Jenssen's Inn*, old-fashioned, but quiet and tolerable, on the other side of the river, 25 min. from the pier), with numerous saw-mills, two churches, and several villas belonging to wealthy timber-merchants, is picturesquely situated on the W. bank of the lake, and on both banks of the *Sogna* (small boat 10-20 ø.), which descends from the great Thelemarken lakes and here enters the *Nordsjø*. About 10 min. from the pier this little river forms the fine waterfall which gives its name to the place. To the S. is the church of Holden, to the N. the deserted church of *Romenæs*, on the headland of that name.

Travellers for the HITTERDAL and the Rjukanfos do not disembark at Ulefos, but go on with the steamer, passing the *Romenæs*, to *Gvarvel* and (½ hr.) *Akershougen*. [From here we may drive via (6 Kil.) *Sæboden* to (24 Kil.) *Telnes*, at the S. end of the *Silfordsvand*, comp. p. 27.] The steamer then proceeds to the N. end of the *Nordsjø*, where the scenery is finer than at the S. end, and enters the *Sauerelv*, a river connecting the *Nordsjø* with the *Hitterdalsvand* (60 ft.), another picturesque lake, 16 Kil. in length. The steamer here touches at *Farødden* (*Farvolden*), *Bolnig*,

*Hjukse (Juxe)*, and *Notodden* (p. 21), and in about 6 hrs. after leaving Skien reaches *Tangen* (5 Kil. from the church of Hitterdal, p. 22).

From Ulefos i Holden we now drive (17-25 ø. per Kil.; to Strängen 22 Kil., carriage 3 kr., stolkjærre for 2 pers. 5 kr. 60 ø.) through a fertile and uninteresting district, occasionally enjoying a view of the *Lifjeld* (p. 27) to the N., to —

11 Kil. *Lundefaret*, opposite which is the church of *Lunde*. Beyond this point the road leads along the *Sogna* to (11 Kil.) *Strängen* (tolerable quarters), at the E. end of the *Flaavand*, which we traverse by steamer. The rate of speed is at first very slow, on account of the vast quantities of timber floated down from the forests and massed round the outflow of the lake. The eland is still found in the forests on the banks. On reaching the W. end of the lake (17 Kil. from Strängen) the steamer enters the narrow *Fjaagesund*, which is bordered on the N. by the precipitous *Østnafjeld*, and on the S. by terraces of alluvial formation sprinkled with numerous farms, and soon reaches the *Hvidesjø* (185 ft. above the sea). The scenery now becomes finer: to the right the *Kuskreia*, the abrupt S. slope of the *Brakedalsfjeld*; to the left, in the distance, the *Roboltfjeld* (3345 ft.), and to the W., near the Bandaksvand, the peak of the *Rauberg*. At the upper end of the lake lies the wooded island of *Bukø*, and on the W. bank is the village of Hvideseid. The steamer, however, generally first enters the *Sundkil*, if the depth of water in the shallow sound connecting this small lake with the Hvidesjø allows it, calls at *Kirkebø* at its W. end, and then returns to the Hvidesjø, rounds the *Spjosodd*, and stops at *Hvideseid*.

FROM HVIDESEID TO TVEDESTRAND (152 Kil. or 94 Engl. M.) or ARENDAL (161 Kil. or 100 Engl. M.). This is the least interesting of the three principal routes by which Thelemarken may be entered or quitted, but is by no means devoid of attraction. The road ascends rapidly, and then descends to (7 Kil.) † *Strand i Vraadal*, a little to the W. of which lies the *Vraavand* (p. 36). Our route now turns to the S. and skirts the E. bank of the *Nisservand* (795 ft.), a fine sheet of water, 40 Kil. long, affording good trout-fishing. The next two stages may be performed by the small steamer which plies on the lake (twice weekly). The following stations are (23 Kil.) *Tvet i Nissedal*, (23 Kil.) *Tvetsund i Nissedal*, (23 Kil.) *Øy*, (15 Kil.) *Neergaarden* (fair station), (14 Kil.) *Simonstad i Aamlid*, (15 Kil.) *Uberg*, (15 Kil.) *Tvede*, (6 Kil.) *Tvedestrand* (p. 38). From Tvedestrand one steamer weekly runs direct to Christiania (in 15 hrs.), and one weekly to Christianssand (7 hrs.), while small steamers ply almost daily to the *Dynge* and the *Borø* in connection with the larger coasting steamers. The traveller bound for Christianssand will, however, find it preferable to drive direct from Uberg (see above) to (20 Kil.) *Brække* and (10 Kil., pay for 13) *Arendal* (p. 39), whence steamers run daily to Christianssand (in 6 hrs.).

Beyond Hvideseid the steamer passes through the canalized channel of the *Skarpstrømmen*, connecting the Hvidesjø with the \**Bandaksvand* (225 ft.), a long and picturesque lake, enclosed by imposing mountains of considerable height, and well stocked with trout and other fish. The sharp peaks and ridges on the N. bank assume various fantastic forms, to which appropriate names have

been attached. The first view of these mountains, after the station of *Apulstø* (right) and the *Bandakstø* (left) have been passed, is very imposing, but afterwards the lake becomes somewhat monotonous. The W. end, however, is enclosed by another fine group of mountains. About 1½ hr. after leaving *Hvideseid*, the steamer touches at **Laurdal** (\**Bakke's Hotel*, at the pier), beautifully situated in a valley facing the S., and sheltered on all other sides, amidst rich vegetation which contrasts admirably with the frowning mountains we have just passed. A good road leads hence to *Mogen i Høidalmsmo* (14 Kil., p. 28). — On the S. bank of the lake opposite Laurdal lies *Bandakslid* (ferry in 20 min., 20 ø.).

From *Bandakslid* ('slow' station, horses to be ordered beforehand) the hill is crossed by a very picturesque zigzag road to the (8 Kil.) *Vraavand* (850 ft.), which is connected by a river with the *Skredvand*, a lake lying 300 ft. higher. Not far from the road this river forms a picturesque fall, known as the \**Lille Rjukanfos*. Farther on (17 Kil. from *Bandakslid*) is *Haugene*, beyond which are *Veum* and (23 Kil.) *Moland*, on the *Fyrisvand* (28 Kil. in length), on which a small steamboat plies. Between *Veum* and *Moland* the *Bispevei* diverges to the W. to (36 Kil.) *Sogneskar i Valle* in the *Sætersdal* (p. 42), a very rough walk of 12-13 hrs.

At the upper end of the *Bandaksvand* (1½ hr. from *Laurdal*, by steamer) is **Dalen** (*Tokedulen's Hotel*, by the pier; *Sundt's Hotel*, in *Dalen* itself, 1 Engl. M. from the lake; both well spoken of), the starting-point for a visit to the *Ravnejuvet* (3-4 hrs., there and back 7 hrs.). The fine new road ascends to the N. in zigzags, along a rocky wall 1500-2000 ft. high. Below us are woods of beeches and oaks, above us pines and firs. Fine view of the lake and of the *Botnedal* to the W. After 1-1½ hr. we reach the top (extensive view), and then proceed by a level road to the village of (½ hr.) *Eidsborg* (2300 ft.), where a manganese quarry and an ancient timber-built church (1242) are objects of interest. The road divides here, the carriage-road to the right leading to (18 Kil. from *Dalen*; p. 28) *Mogen i Høidalmsmo*, and the bridle-path to the left to *Mule i Vinje*.

The latter ascends the steep *Eidsborguåsen*. On reaching the top it descends on the other side, amid rocks and forests, to the *Molands-Sæter* (milk). A tablet here indicates the way to \***Ravnejuvet** or *Ravnedjupet*, a perpendicular rock, about 1000 ft. in height, overhanging the turbulent *Tokeelvi*, and commanding a fine view of the *Libygfjeld* and the district of *Næsland*. A strong current of air constantly streams upwards from the ravine, so that light objects thrown from the top of the rock do not fall but are blown back over the edge. A pavilion has been erected here in memory of the visit of King *Oscar* in 1879.

Travellers encumbered with much luggage must return to *Eidsborg*, and continue their journey thence by the carriage-road (mentioned above) to *Mogen*. Riders and pedestrians may, however, proceed from *Ravnejuvet* direct to *Næsland* and *Mule*. The path at first leads through dense forests, and afterwards descends rapidly

and crosses the *Tokeelv*. In 1-1 $\frac{1}{4}$  hr. we reach the village of **Næsland**, where good accommodation may be obtained at the gaard of *Sandok*. Horses may also usually be procured here, but carriages seldom. In the vicinity is the gaard of *Gjelhus*, with an old 'Stabbur' said to date from 1115. The hilly road now leads through lonely forests. From the higher points we obtain a view of the *Vehuskjærringen* (4508 ft.) to the S.E. At the foot of this mountain is the *Hyllandsfos*, formed by the *Tokeelv*, which descends from the Totakvand. After passing the *Groven* gaard and crossing the *Vinje-Elv* we reach the great Thelemarken high-road, which leads to *Mule i Vinje* (10 Kil. from Næsland); comp. p. 28.

### 5. From Christiania to Christianssand.

STEAMBOATS (comp. '*Norges Communicationer*'). About twelve steamers start weekly from Christiania for Christianssand, a distance of 39 Norwegian nautical miles (156 Engl. M.), performing the voyage in 16-30 hrs., according to circumstances (fares 18 kr. 45, 12 kr. 30 ø.). The larger steamers, bound for Bergen, Throndhjem, and the North, touch between Christiania and Christianssand only at *Arendal* and *Laurvik*, while others touch at fourteen or fifteen intermediate stations. The traveller who proposes to break his journey at any station between these two towns may perform the first part of it by one of the small coasting steamers plying to *Drøbak* (daily), *Holmestrand* (daily), *Moss* (almost daily), *Tønsberg* (almost daily), *Sandefjord* (4 times a week), or to *Porsgrund* and *Skien* (4 times a week). The smaller vessels, which touch at numerous stations, ply almost exclusively '*indenskjærs*', i.e. within the *Skjærgaard*, or belt of islands which flanks almost every part of the Norwegian coast, where the water is perfectly smooth, while the course of the larger steamers is '*udenskjærs*', or outside the islands, where the sea is often rough. The traveller may, therefore, if he prefer it, perform nearly the whole voyage to Christianssand in smooth water, with the additional advantage of getting occasional glimpses at some of the picturesque coast-towns. — The usual cabin fare is 40 ø. per Norwegian nautical mile, steerage 25 ø. per mile. Most of the steamers have good restaurants on board (breakfast or supper about 1 $\frac{1}{2}$ , dinner 2 kr.), and good, though limited sleeping accommodation (steward's fee discretionary). — Distances from Christiania are given approximately in Norwegian sea-miles, one of which is equal to  $\frac{1}{2}$  English miles.

The \*CHRISTIANIA FJORD, a very picturesque arm of the sea, about 50 English miles in length, and enlivened with frequent steamboats and sailing vessels, is bounded by banks of moderate height, which are studded with pleasant looking country-houses, villages, and towns. The steamer starts from the *Bjørvik* on the E. side of Christiania (p. 4), steers between the islands of *Blekø* and *Græsholm*, commanding to the left a fine view of the beautiful *Bundefjord* with its numerous country-houses, and between the *Lindø* and *Hovedø* (on the right, with interesting strata of slate), and describes a circuit round the town. On the right rises the picturesque château of *Oscarshall* (p. 11), and to the left (S.) projects the promontory of *Næsoddtangen*, which separates the *Bundefjord* from the main fjord of which it is a branch. To the right, a little farther on, lies *Sundviken* (p. 13), ensconced behind a number of islands. The vessel now steers due S., and the

beautiful city is soon lost to view. Looking back from this part of the fjord, we obtain a view of the *Kolsaas*, the *Skogumsaas*, and to the W. the *Vardekolle*, three porphyry hills well known to geologists (p. 15). Several islands are passed, and the fjord gradually contracts to a passage barely 700 yds. in width.

4 M. (26 Kil.) **Drøbak** (two hotels), with 1700 inhab., carries on a considerable traffic in timber and ice. The latter is obtained from a small lake in the neighbourhood, and is exported to England as 'Wenham Lake ice'. In winter, when the upper part of the fjord is blocked with ice, the navigation frequently remains open up to this point. Opposite the town is the small fortified island of *Kaholm*, with the *Oscarsborg*, to the W. of which (on the right) is the peninsula of *Hudrum*. On the latter lies *Slottet*, a posting-station, from which a hilly road leads to *Srelvig* on the *Drammens-fjord*. **Drøbak** and the next stations *Hvidsten* (500 inhab.) and *Soon* (700 inhab.) are frequently visited for the sake of the sea-bathing. Opposite *Soon*, on the W. bank of the fjord, which now expands to a considerable width, and from which the *Drammens-fjord* diverges here to the N., lies *Holmestrand*, see p. 32. Beyond *Soon* the small steamers usually steer to the S., through the strait and canal which separate the *Gjelle* from the E. bank of the fjord, to—

8 M. (52 Kil.) **Moss** (*Reinsch's Hotel*; *Moss Hotel*; *Hôtel Skøien*, by the bridge), a small town and sea-bathing place, with 5100 inhab., where the treaty which terminated the war between Norway and Sweden was signed on 14th Aug. 1814. Opposite *Moss*, on the W. bank of the fjord, is —

8 M. (52 Kil.) **Horten** (two hotels), or *Karl-Johansværn*, with 6000 inhab., prettily situated, the headquarters of the Norwegian fleet. The rich vegetation of the upper part of the fjord is now left behind, and the coast becomes more bleak and rocky. A little to the S. of *Horten* lies *Aasgaardstrand*, beyond which is —

10 M. (64 Kil.) **Vallø**, a small town with a large pasteboard-manufactory, where the larger coasting steamers touch frequently. We next pass through the *Tønsbergs Canal* to **Tønsberg** (p. 32). — Beyond *Tønsberg* our route passes the *Netterø* and *Tjømø*, to the S.E. of which rises the lofty *Lille Færder Lighthouse*, which marks the entrance to the *Christiania Fjord*. The steamer then rounds the promontory of *Tønsbergs Tønde*, which has gained an unpleasant notoriety as the scene of numerous shipwrecks, and passes the mouth of the *Sandefjord*, at the head of which lies the small town of *Sandefjord* (p. 32).

17 M. (108 Kil.) **Laurvik**, see p. 33. The steamer then steers to the S. to *Fredriksværn*, at the mouth of the *Laurvikfjord*, with about 1200 inhab. and formerly the station of the Norwegian fleet. — Crossing the mouth of the *Langesunds-Fjord*, which is unprotected by islands, the steamer next stops at—

19 M. (121 Kil.) **Langesund** (*Johnsen's Inn*, near the pier),

with 1100 inhab., which lies at the entrance to an important water-highway leading into the heart of Thelemarken.

FROM LANGESUND TO PORSGRUND AND SKIEN, 29 Kil. (18 Engl. M.), steamboat daily in 3 hrs. — About  $\frac{1}{2}$  hr. after leaving Langesund we reach **Brevik** (*Stiansen's Inn*), a small town with 2300 inhab., charmingly situated at the S.E. extremity of the rocky peninsula that separates the *Eidangerfjord* from the *Friersfjord*. Opposite, to the S., lies the little town of *Stathelle*. Our route then traverses the *Friersfjord* to ( $\frac{3}{4}$  hr.) *Porsgrund* (p. 33) and ascends the *Skienselv* to ( $\frac{3}{4}$  hr.) *Skien* (p. 34).

After leaving Langesund the course of the steamer is unprotected by islands for some distance. The smaller steamers then pass through the \**Langesunds-Kreppa* (i. e. 'strait'), or *Langaarsund*, a very narrow channel between lofty and picturesque rocks, while the larger vessels steer through a wider passage inside the island of *Jomfrulund*, on which stands a lighthouse.

22 M. (141 Kil.) **Kragerø** (*Central Hotel*, 5 min. from the pier; *Victoria*, small, near the Central; *Germania*, prettily situated near the church, 10 min. from the pier), with 4800 inhab., a picturesquely situated and very busy little town. In the neighbouring island of *Lange* are iron-mines of some value, and near *Kragerø* are extensive deposits of apatite, a mineral consisting chiefly of phosphate of lime, largely used by manufacturers of artificial manures.

Between *Kragerø* and *Risør* the coast is unprotected by islands.

24 M. (153 Kil.) **Øster-Risør** (*Thiis*, at the pier, well spoken of; *Busch*, in the town, 10 min. from the pier, R. 1  $\frac{1}{4}$  kr., B. 60 ø.), with 2600 inhab., is another small trading town. The islands again become more numerous. Some of the steamers next touch at *Borøen*, an island 3 M. from *Risør*, and others at (28 M.) *Dyngøen* or *Haven*, about 1 M. farther, from which a small steamer runs frequently to *Tvedestrand* (1-1  $\frac{1}{2}$  hr.; see below).

Beyond *Haven*, a prettily situated place, the steamer enters the *Tromsund*, a strait between the mainland and the considerable island of *Tromø*, and soon enters the excellent harbour of —

30 M. (191 Kil.) **Arendal** (\**Hotel Schnurbusch*, on the quay, R. 1  $\frac{1}{2}$ -2  $\frac{1}{2}$  kr., D. 2 kr. 40, B. 80 ø.; *Grand Hotel*), a ship-building and trading town of considerable importance (4100 inhab.), prettily situated near the mouth of the *Nidelv*, and possessing one of the largest commercial fleets in Norway. A small terrace planted with trees (follow the quay to the left of *Schnurbusch's*, ascend a little, and mount steps to the left: 6 min.) affords an admirable \*View. At the country-house of *Tangen*, belonging to Consul *Kallevig*, is a large magnolia, which blossoms every summer.

One of the chief approaches to THELEMARKEN is by the road leading from Arendal viâ *Tvedestrand* (see above) and *Risland* (49 Kil., 30 Engl. M.) to the *Nisservand* (comp. p. 35). Another road leads direct to *Rustadalen*, whence we cross the *Nelougrand* to *Simonstad* and proceed thence to *Risland* (40 Kil. or 25 Engl. M.).

Soon after leaving Arendal the steamer traverses the *Galtesund*, between the *Tromø* and the *Hise*, and passes the two light-houses known as *Torúngerne*. The next stations are —

33 M. *Grimstad* (Møller's Hotel; Nilsson's Hotel), with 1780 inhab., and —

35 M. (223 Kil.) *Lillesand* (Hotel Norge), with 1420 inhab.

39 M. (249 Kil.) *Christianssand* (see below).

## 6. Christianssand and Environs.

### The Sætersdal.

**Hotels.** \*ERNST'S HOTEL, Vestre Strandgade, close to the steamboat-pier and the custom-house (German landlord), R. and L. 2 kr., R. 40 ø., D. 2 kr. 20 ø.; \*VICTORIA HOTEL, Skippergade, 3 min. from the quay, a good second class house, R. 1½-2, D. 2 kr., B. 80 ø. SKANDINAVIA, Dronningensgade, small and unpretending.

**Boat** to or from the steamboats, the larger of which do not lay to at the pier, 13 ø. for each person, 7 ø. for each trunk.

**Porterage** from the landing-place to the custom-house 20 ø. for each trunk; from the custom-house, or from the landing-place, to one of the three hotels, 33 ø. for each trunk.

**Post Office** in the Kongensgade; **Telegraph** in the Strandgade. 5 min. from the hotels.

**Sea Baths** adjoining the *Otterø*, a small island at the E. end of the Strandgade (ferry 3 ø.), reserved for ladies 10-12 a.m. (bath 40 ø.). *Warm and Shower Baths* adjoining the public gardens, near the church (40-60 ø.).

**Steamers** to *Christiania* daily, to *Stavanger* and *Bergen* almost daily, to *Thronhjelm* 4 times weekly, to *Tromsø* 3 times, to *Hammerfest* twice, and to the *North Cape*, *Vardø*, and *Vadsø* once weekly. Also to *Göteborg* fortnightly, to *Fredrikshavn* in Denmark on Sun., Wed. and Fri. evenings, to *Copenhagen* weekly, to *Hamburg* twice weekly (on Sun. and Thurs.), to *London* fortnightly, to *Hull* weekly, to *Leith* fortnightly and to *Amsterdam*. Small local steamers ply daily to *Ronene* and *Boen* on the *Topdalselv*, and to *Mosby* on the *Otteraa*.

*Christianssand*, with 11,760 inhab., the largest town on the S. coast of Norway and the residence of a bishop, is beautifully situated at the mouth of the *Otteraa*, or *Torrisdalselv*, on the *Christianssand Fjord*, the prolongation of which, running inland towards the N., is called the *Topdalsfjord*. The town is named after Christian IV., by whom it was founded in 1644. It possesses an excellent harbour, at which all the coasting steamers and others from England, Germany, and Denmark touch regularly. The broad and regular streets with their low, timber-built houses present an exceedingly dull appearance, as the town is thinly peopled in proportion to its area. Almost every house, however, is gaily embellished with window-plants, on which the inmates usually bestow great care. The only buildings worthy of mention are the *Cathedral*, a handsome edifice of the 17th cent. (recently burned down), adjoining which is a small *Park*, the new *Cathedral Skole*, and the *Bank-Bygning*. In the streets nearest the harbour and the hotels are several good shops.

**ENVIRONS.** The situation of Christianssand is picturesque, and a day or two may be pleasantly devoted to excursions in the environs. One of the favourite walks (1 hr. there and back) is on the *Otterø*, a rocky and partially wooded island at the E. end of the Strandgade, about 8 min. from the hotels (ferry 3 ø.). The baths

(p. 40) are reached by a path turning to the right a few paces from the ferry. The path in a straight direction passes the *Seamen's Hospital* and leads round the whole island (40 min.), commanding beautiful views of the town and fjord. — On the Mandal road, on the W. side of the town,  $\frac{1}{4}$  hr. from the hotels, lies the pretty *Cemetery*. Immediately opposite to it (to the right) is a path ascending the hill and leading to the (10 min.) \**Ravnedal*, a wooded and grassy dale, from the upper end of which a path ascends to a small lake, crosses a bridge, and leads to the left to (20 min.) a beautiful point of view, with benches (in the foreground the *Torisdalselv*, beyond it the Church of *Oddernæs*, then the *Topdalsfjord* and the *Christianssand-Fjord*). A little beyond this point we descend a long flight of stone steps, pass a bath-house, and reach (15 min.) the large and well organized Lunatic Asylum (*Sindssyge-Asyl*), from which a good road leads to the bank of the river and (20 min.) *Christianssand*. — On the N. side of the town, at the mouth of the *Otteraa* ( $\frac{1}{4}$  hr.), is the landing-stage of the small steamers which ply on that river. A rocky hill near it affords a good survey of the environs. At the mouth of the river, on the opposite bank, rises the church of *Oddernæs*, to which a wooden bridge crosses. — About 10 Kil. up the river is *Mosby*, to which the steamer plies daily in an hour; 10 Kil. farther to the N., near the *Vennesland* station, is the *Gaard Vigland*, near which are the *Hundsfosse* and the *Helvedesfos*, picturesque waterfalls, to which the traveller may drive from *Christianssand* in  $2\frac{1}{2}$ -3 hrs. — A steamer plies twice daily between *Christianssand*, *Ronene*, and *Boen* on the *Topdalselv*, traversing the *Topdalsfjord*, a pleasant excursion of  $2\frac{1}{2}$ -3 hrs., there and back. — A trip by boat may be taken to the (10 Kil.) lighthouse on the *Oxø*. Farther to the S.W. is the lighthouse of *Ny-Hellesund*, where *L. von Buch*, the celebrated German geologist, spent a considerable time in 1807, while waiting for a vessel to Denmark, which was then at war with England.

FROM CHRISTIANSAND TO EKERSUND (200 Kil. or 124 Engl. M.). A good, but hilly road, running near the coast, and crossing several ferries, leads from *Christianssand* to *Ekersund*, traversing beautiful scenery nearly the whole way. Almost all the stations on the route are 'fast', the most important being (44 Kil.) *Mandal*, (62 Kil.) *Fedde*, (59 Kil.) *Eide*, and (34 Kil.) *Ekersund* (p. 45), at each of which good accommodation is obtainable, but the others are poor. The steamboats perform the voyage to *Ekersund* in 12-15 hrs., while the journey by land, which very few travellers undertake, occupies 3-4 days. If time permit, however, the traveller will be rewarded by driving at least as far as *Mandal* (p. 44), where steamers bound for *Stavanger* and *Bergen* touch almost daily; or he may continue his journey thence to (52 Kil.) *Farsund* (p. 45), where the steamers also call.

**The Setersdal.** A visit from *Christianssand* to the *Setersdal*, a valley running to the N., 238 Kil. (148 Engl. M.) in length, watered by the *Otteraa*, abounding in picturesque scenery and quaint old dwelling-houses, and remarkable for the primitive character of the inhabitants, involves some privations and occupies 10-12 days (there and back). As most of the stations, exceedingly poor at all times, are almost deserted in the height of summer, when the inhabitants are engaged in pasturing their cattle among the mountains ('*paa Heja*'), the traveller should endeavour to

visit the valley either before 24th June or after 15th August, between which dates it is difficult to obtain horses, guides, or even food. The journey as far as Breive is accomplished by Stolkjærre, by steamboat, and (the two last stages) on horseback or foot. Travellers bound for Bergen are recommended to proceed from Breive to the *Suledal*, *Røldal* (p. 30), and *Odde* (p. 65) on the Hardanger Fjord; while those bound for Kongsberg or Christiania leave the Setersdal at Valle and traverse the interesting lake-district of Thelemarken (RR. 2, 3, 4). — Visitors to the Setersdal should travel with the smallest possible quantity of luggage, and had better be provided with a moderate supply of preserved meat, biscuits, and brandy. Carriages may be had at Christianssand, but at all the other stations the less comfortable Stolkjærre is used. Fast stations as far as Sogneskar: 17 ø. per horse and car per kilomètre.

I. DAY. Drive to (10 Kil.) *Mosby* (to which a steamer also plies on the *Otteraa*, p. 41), (17 Kil., pay for 22) *Reiersdal*, and (13 Kil., pay for 17) *Kile*, at the S. end of the *Kilefjord*, where an "Inn is kept by the captain of the lake steamer.

II. DAY. By steamer in 2 hrs. to *Faret* or *Fennefos*, at the N. end of the *Kilefjord*, which is 25 Kil. in length. Drive to (12 Kil.) *Guldsmedmoen* or *Senum*, at the S. end of the *Byglandsfjord*, a lake about 40 Kil. long, consisting of two parts, separated by a short river (the *Otteraa*), with locks to facilitate navigation. The lower lake, sometimes called the *Aardalsvand*, extends as far as (28 Kil.) *Strømmen*, about 6 Kil. above *Næs*; the upper, beyond the locks, 14 Kil. long, terminates a little below *Ose*. If the state of the water permits, small steamers ply 4-5 times weekly between Senum and Ose (in 4 hrs.), but passengers are sometimes landed at *Næs* (2 hrs.). The traveller may therefore have to drive from *Næs* to (17 Kil.) *Ose*; or, if the steamer does not suit, the whole way from Senum to (42 Kil.) *Ose*; or possibly the whole way from *Kile* to (63 Kil.) *Ose*, near the church of *Giestad*. *Gunnar Drengsøn's* quaint old house at *Ose* affords good quarters (small collection of national costumes, etc.).

III. DAY. Drive to (20 Kil.) *Helle i Hyllestad* (tolerable quarters), from which a fatiguing mountain-track leads to the (79 Kil.) *Lysefjord* (p. 48), near Stavanger (2 days; guide desirable, 12-14 kr.). Drive from *Helle* to (20 Kil.) *Sogneskar i Valle* (a fair station), situated in the heart of the Setersdal. The bottom of the valley is tolerably well cultivated, but the surrounding hills are extremely barren. The *Gaard Riget*, adjoining the church, contains an interesting collection of antiquities. Before reaching *Aakre*, a little farther on, it is worth while descending to the river to inspect the curious *Jættegryder*, or 'giant cauldrons', 6-8 ft. deep, which have been formed by the action of the water. On the opposite bank lies *Omlid*, whence a mountain-track, soon uniting with that from *Hyllestad*, leads to the *Lysefjord* (79 Kil.; 2 days; guide advisable, 12-14 kr.). — From *Aakre* a rough bridle-path, called the *Bispevei*, leads to the E. to (9-10 hrs.) the road between *Moland* on the *Fyrisvand*, about 11 Kil. to the S., and *Veum*, a hamlet 11 Kil. to the N., a little beyond which is the *Haugene* station (comp. p. 36; horse and man from *Aakre* to *Veum* about 14 kr.). — Beyond *Aakre* the Setersdal road narrows to a bridle-path. *Sogneskar*, as already mentioned, is the last fast station.

IV. DAY. Ride or walk from Sogneskar to (17 Kil.) *Bjørneraa*, and thence to (6 Kil.) *Trydal* and (5 Kil.) *Bykle* (accommodation at Ole Dengtøn's) by a good new road. The "Byklesti", a dangerous-looking path skirting a precipice overhanging the river, formerly afforded the only means of communication between *Valle* and the 'Annexkirke' of *Bykle*. The *Byklevand*, a small lake, is crossed by boat at the end of this stage.

V. DAY. Ride or walk about 37 Kil., and then row up the *Hartevand*, a lake 8 Kil. long, to *Breive* or *Breidvik*, at the head of the Setersdal, a lonely gaard, picturesquely situated, and affording rough, but tolerable accommodation.

The traveller may proceed from Breive in one day to Moen or to Mule i Vinje in Thelemarken (p. 28). — Or, leaving Breive at a very early hour, he may cross the imposing *Meienfjeld* (4000 ft.) to *Jordbrække* in the *Suledal*, about 34 Kil., and thence go on to *Roaldkvam* on the *Suledalsvand*, 6 Kil.

farther, a rough and fatiguing walk or ride of 10-12 hrs. (comp. p. 49). — The traveller may now proceed direct to the Hardanger Fjord thus: row to *Gauttun* or *Næs* (about 6 Kil.), on the N. bank of the *Suledalsvand*, a very picturesque lake, 28 Kil. long (p. 49); ride or walk thence to (22 Kil.) *Botten* on the *Røldalsvand*, and row to (7 Kil.) *Horre* (1 pers. 1 kr. 40, 2 pers. 2 kr. 20, 3 pers. 2 kr. 80 ø., 4 pers. 3 kr.) or to (10 Kil.) *Røldal*, whence the journey to (46 Kil.) *Odde* is easily accomplished in a day (see p. 31). — Those bound for Stavanger row to (17 Kil.) *Vaage*, on the N. bank of the *Suledalsvand*, walk or ride by a very picturesque path to (6 Kil.) *Høylen* on the *Hylsfjord* (steamer to Stavanger in 6½ hrs., see p. 49), and proceed thence by water to (22 Kil.) *Sand* (steamer to Stavanger weekly in 5 hrs.); or they may row from *Roaldkvam* to *Fiskekjøn* or *Moen*, at the S.W. end of the lake, passing through a picturesque strait known as 'Porten', and drive thence to (12 Kil.) *Fos* and (11 Kil.) *Sand* (see p. 49). — The *Suledalsvand* is well worthy of a visit, and the walk from *Vaage* to *Høylen* or the drive from *Moen* to *Sand*, is picturesque (comp. p. 49); but most travellers will find it more convenient to proceed from *Næs* northwards to *Odde*, where a steamboat touches three times weekly.

## 7. From Christianssand to Stavanger.

### Excursions from Stavanger.

32 M. (205 Kil. or 127 Engl. M.). STEAMBOATS, of different companies, daily in 18-20 hrs. (fares 28 kr. 40, 21 kr. 30 ø.; to Bergen, 36 kr. 80, 27 kr. 60 ø.). As the voyage is often very rough, particularly the latter part, from *Ekersund* to Stavanger, many travellers prefer taking their passage to *Ekersund* only (12 hrs. from Christianssand), and proceeding thence to Stavanger by railway. Passengers with through-tickets to Bergen or elsewhere may also land at *Ekersund*, take the train to Stavanger, and there rejoin the steamboat, on board of which they may leave their luggage. In this case they are entitled to repayment of the steamboat-fare between these two stations. If the traveller does not intend making any stay at Stavanger, he should of course enquire if one of the trains from *Ekersund* starts soon enough to enable him to over-take the steamer.

RAILWAY FROM EKERSUND TO STAVANGER (76 Kil., or 47 Engl. M.) in 3¼ hrs. 20 min. (fares 4 kr., 2 kr. 20 ø.; no third class). Two trains daily. Special trains may be ordered. — As the carriages are not provided with spring-buffers, passengers often experience a series of unpleasant shocks at starting and drawing up. This is a narrow-gauge line, the rails being only 3½ ft. apart.

The voyage from Christianssand to Stavanger by the LARGE STEAMERS presents comparatively few attractions, as the coast is very imperfectly seen from the steamboat, but the entrance to the *Flekkefjord* and some other points are very imposing. The vessel's course is at places protected by islands (*Skjær*), but is often entirely without such shelter, particularly between *Ekersund* and Stavanger, a voyage of 5-6 hrs., where the water is rarely quite smooth. The small LOCAL STEAMERS are of course much slower and call at a great many unimportant stations, but they afford a good view of the curious and interesting formations of the coast. The coast-line is broken by numerous valleys descending from the '*Opland*' and terminating in long and deep fjords. These valleys are usually watered by rivers which frequently expand into lakes, and they afford a means of communication between the *Kystfolk*, or dwellers on the coast, and the *Oplandsfolk*, who differ widely from their seafaring and trading countrymen in character, dialect,

and costume. As most of these valleys, all the way from Christiania to Stavanger, radiate from the mountains in the interior of the country as a common centre, it is to them that the fanciful resemblance of Norway to a pancake with split edges most aptly applies. At the head of these valleys, which seldom offer any attraction to the tourist, and barely even the necessities of life, lie huge tracts of barren mountains, spreading out into vast and rarely trodden table-lands (*Fjeldvidder*), and very rarely culminating in peaks or distinct summits. The bare rock-scenery of the coast is enlivened by a few unimportant fishing and trading towns nestling in the recesses of the fjords, and by an occasional forge for the smelting of ore brought down from the interior. One of the principal branches of trade is the export of mackerel and lobsters to England. The former are packed in ice, while the latter are put alive into tanks (*Brønde*) in the vessels constructed for the purpose, to which the sea-water has free access. If the sea is moderately rough the lobsters rise and fall with the motion of the vessel, and arrive in good condition; but if it is too smooth they sink to the bottom of the tank and crush each other to death. Another native product of considerable value consists of the numerous plovers' (*Vibe*) eggs found on the moors and sandhills of *Jæderen*, near Ekersund. — As mentioned in the preceding route, the journey from Christianssand to Ekersund and Stavanger may be performed by land the whole way, and the scenery is exceedingly fine at many places; but most travellers will find the steamboat more convenient. — The first steamboat-station (reckoning in sea-miles from Christianssand) is —

5 M. (32 Kil.) **Mandal** (*Olsen's Hotel*, *Natvig's*), the southernmost town in Norway, with 4000 inhab., consisting of *Mandal*, *Malmø*, and *Kleven*, and situated partly on rocky islands. As the harbour is situated at the last of these places, the station is frequently called *Klevene* ('the cliffs'). The *Mandalselv*, which falls into the fjord here, descends through a valley parallel to the *Sætersdal* and through several lakes from the *Aaseral*, the upper part of the valley, 37 Engl. M. distant, a district inhabited by a very primitive pastoral people. In summer they migrate to the neighbouring mountains (*tilfjelds* or *tilheis*; *Heia* signifying mountain-pasture), where they spend several months in their miserably poor *Faløger*, and are not unfrequently attacked by bears. To the W. of the valley of the *Mandalselv* are the parallel *Undal* and *Lyngdal* valleys.

Beyond Mandal the steamer passes the mouth of the *Undalselv* and the conspicuous lighthouse on **Cape Lindesnæs** (formerly *Lindandisnæs*, Engl. *Naze*, Dutch *Ter Neuze*), 160 ft. in height. The part of Norway to the E. of an imaginary line drawn from Cape Lindesnæs to the peninsula of Stadt (p. 169) is called *Søndenfjeldske* or *Østenfjeldske Norge*, that to the W. *Vestenfjeldske Norge*. The promontory is united with the mainland by the low *Spangereid*.

11 M. (70 Kil.) *Farsund* (Jahnsen's Hotel), a small seaport with 1500 inhab., situated near the mouth of a fjord running inland in three long ramifications, into the easternmost of which falls the *Lyngdalselv*. — Having now passed the southernmost part of the Norwegian coast, extending from Christianssand to Farssund, the steamboat steers towards the N., skirting the district of *Lister*, with its light-house, passes the mouth of the *Feddefjord* on the right, and enters the *Flekkefjord*, at the head of which lies —

16 M. (102 Kil.) *Flekkefjord* (Wahl's Hotel), a prettily situated seaport with 1700 inhab. and a sheltered harbour. To the S.E. lies (7½ Engl. M.) *Fedde* (p. 41) on the fjord of that name, into which the *Kvinesdøl* descends from the N.E., and to the N. runs the *Siredøl*, with the *Siredalsvand*, a lake 17 Engl. M. long, the outlet of which falls into the *Lundevand*, a long lake to the W. of the *Flekkefjord*. — A little beyond the mouth of the *Lundevand*, from which the *Sira* empties itself into the sea in the form of a cascade, is —

17 M. (108 Kil.) *Røgefjord*, the station for *Sogndal* (Sluhoug's Hotel), about 3 Engl. M. inland, in the neighbourhood of which are several iron-mines.

19 M. (121 Kil.) *Ekersund*, or *Egersund* (\**Ellingsen's Hotel*, on the right, 4 min. from the pier and 8 min. from the railway-station, unpretending, R. 1, D. 2 kr.; \**Jæderen*, kept by *Danielson*, a similar house, in the market near the station, also on the right; *Salvesen's Hot.*, also good), a town with 2400 inhab. and a porcelain factory, lies in a singularly bleak and rocky region, at the S. end of *Jæderen*, the flat coast-district extending between this point and Stavanger. An excellent survey of the environs is obtained from the rocky hill at the back of *Ellingsen's Inn*, with a pole on the summit, reached in 25 min. by traversing a narrow street opposite the railway-station, and ascending to the right past the cemetery and a farm-house. To the N. stretches *Jæderen*, almost the only extensive coast-plain in Norway, partially cultivated, but chiefly consisting of moor and sand-hills, where plovers' eggs are found in great quantities, and intersected with a network of rocky dykes which were probably formed by glacier-action. The railway-station is on the N. side of the town, 12 min. from the quay.

The RAILWAY FROM EKERSUND TO STAVANGER (see p. 43), which traverses this coast-plain, presents little attraction, the scenery being very dreary as far as *Sandnæs*, but is preferable to the steamboat if the traveller is liable to sea-sickness. The chief stations are (38 Kil.) *Nærbø*, (62 Kil.) *Sandnæs*, prettily situated at the head of the *Stavanger Fjord* (comp. the Map), and (77 Kil.) *Stavanger*.

The STEAMBOAT on leaving *Ekersund* passes the *Ekerø*, a large island protecting the harbour, with a lofty lighthouse, and the picturesque *Viberudde*, a promontory with another lighthouse.

The coast is flat and dreary, and the water generally rough owing to the strong currents and violent gales by which it is frequently agitated. The Skjærgaard, or belt of islands, now disappears for about 30 Engl. M. The steamer steers towards the N., passing the *Jæderens Rev* ('reef'), a sandy promontory forming the westernmost point of Jæderen, and the mouth of the *Hufsrfsfjord*, where Harald Haarfagre ('fair hair') gained a decisive naval victory in 872, which gave him the sovereignty of the whole country, and which released him from a vow, taken ten years previously, not to cut his hair until he should be king of all Norway. A little farther on, the vessel turns to the E., traverses a branch of the *Bukkenfjord*, and passes the *Tungenæs*, a promontory with a lighthouse, forming the N. extremity of the peninsula in which Jæderen terminates. It then steers towards the S.E., and soon reaches the town of Stavanger.

32 M. (206 Kil.) **Stavanger** (\**Jespersen's Hotel*; *Scandinavie*; *Nielsen*, small. British viceconsul, *Mr. H. W. S. Hansen*; American, *Mr. T. S. Falck*; *Nymann's* sea-baths), an important commercial town, with 20,300 inhab., picturesquely situated on a branch of the *Bukkenfjord*, possesses two harbours, *Vaagen*, facing the N.W., and *Østervaagen*, a smaller bay separated from the other by a peninsula called *Holmen*, on which rises *Valbjærget*, an eminence commanding a fine view. The town is one of the most ancient in Norway, dating from the 8th or 9th century, but as it has suffered very frequently from fires it now presents quite a modern appearance. Many of the houses are now built of stone. At the upper end of the *Vaag* lies the *Torn* or market-place, beyond which rises the *Cathedral*, and near the *Østervaa*g is the modern *Petrikirke*. Fish is the staple commodity of the place, and the herrings, which for a time had almost entirely deserted this part of the coast, have of late re-appeared.

The \***CATHEDRAL**, the most interesting building in Stavanger, and the finest church in Norway after the cathedral of Throndhjem, was founded by Bishop *Reinald*, an English prelate, at the end of the 11th cent. and dedicated to *St. Swithin* (*Suetonius*, Bishop of Winchester, d. 862). It is about 250 ft. in length, and 70 ft. in width. In 1272 the church was burned down, but it was soon afterwards rebuilt in the Gothic style. After the Reformation it was sadly disfigured by alterations, but since 1866 it has been restored as far as possible to its original condition. The nave is separated from the aisles by massive pillars of early Norman or Byzantine character, which belong apparently to the original edifice. The handsome Gothic *Choir*, which adjoins the nave without the intervention of a transept, probably dates from the 13th century. The choir is flanked with four towers, two at the E. end, and two smaller ones at the W. end, and terminates in a large and effective *E. Window*. The great Tower of the W. façade of the church is in ruins. On each side of the church are two handsome *Portals*, one

entering the aisle, and another the choir. The *Pulpit* (*Prædikestol*) of the 11th cent. and the ancient *Font* (*Døbefont*) are also worthy of inspection. — The *Munkekirke*, a kind of chapel adjoining the cathedral, is now a school. The neighbouring *Kongsgaard*, once the residence of the bishop, whose seat was transferred to Christiansand at the end of the 17th cent., is now occupied by the *Latinskole*, with a handsome old *Chapel*. On the banks of the adjacent *Bredvand*, a small lake, are pleasant promenades.

To the N. of the cathedral are the *Brandvagt*, formerly the *Marienkirke*, and the *Sparbank*, or savings-bank, the building of which contains the picture-gallery of the *Kunstforening* (open Wed. and Sun., 11-1). In the opposite direction, about 7 min. from the cathedral, is the *Railway Station*. — Ascending the *Pedersbakke*, we may next glance at the modern *Petrikirke*, and crossing the *Nytorv*, visit the *Spilderhaug Docks*, beyond which lies the *Hetlandmark* with the *Vor Fruekirke*.

A beautiful *Walk* may be taken to the *Belvedere Tower* (*Udsigtstaarn*) on *Vaalandspiben*, to the S.W., and another to the *Ullenhauge*, farther to the W., at the foot of which are a famous *Fish-breeding Establishment* (*Fiskeudklæknings-Apparater*; trifling fee for admission) and *Hanson's Willow Plantation* (*Pileplantning*). The road to the *Paradies*, a pretty private garden, affords a good view of the harbour.

An interesting *Excursion* may be taken to *Sole*, a village on the W. coast of Jæderen, about 8 Engl. M. to the S.W., with a ruined church, where the peculiar character of this coast may be inspected. We may then return by the E. bank of the *Hafrsfjord* (p. 46), cross from *Gaard Meling* to *Malde*, and regain the town by another road.

### Excursions from Stavanger.

Stavanger is the commercial centre of the district of *Ryfylke* and the numerous islands of the extensive *Bukkenfjord*, which is bounded on the W. by the *Karmo*, and on the N. by the long peninsula of which *Hauge-sund* forms the westernmost point. The name *Bukkenfjord* applies to the more open part in the centre of the bay, the chief ramifications of which are the *Stavanger* or *Gans Fjord*, the *Hølefjord*, and the *Lysefjord* on the S., the *Hjæsenfjord* on the E., and the *Sandsfjord* (dividing into the *Hylsfjord* and *Saudeffjord*), the *Sandeidfjord* (with its ramifications the *Vindeffjord* and *Yrkeffjord*), and the *Grindeffjord* on the N. — Most of these fjords are in the form of narrow ravines several miles in length, bounded by the lofty and precipitous mountains rising abruptly from the water, at the foot of which lie deposits of debris at rare intervals, affording but scanty space for the dwellings of the sparse population of the district. At places, however, the banks are of a flatter character and well cultivated, presenting a smiling and picturesque contrast to the forest with which the lower slopes are generally clothed, and to the frowning rocks and glistening snow of the higher mountains in the background. The scenery of several of these fjords vies with the finest parts of the *Hardanger Fjord*, but is less accessible and therefore less frequently visited by travellers. The magnificent *Lysefjord* (see below) is unfortunately seldom accessible except by rowing-boat, but the *Sandsfjord*, with its picturesque ramifications, and the *Sandeidfjord* are regularly visited by steamers from Stavanger (see below).

**STEAMBOATS.** An outline of the present arrangements will give the traveller a general idea of the principal routes, but no plan can be finally settled until the most recent 'Communicationer' have been carefully consulted.

To SAND (p. 49) on the SANDEFJORD on Monday (10 a.m.), Wednesday (6 a.m.), Thursday (7 a.m.), Friday (2 p.m.) and Saturday (2 p.m.); the Mon., Wed., Fri. and Sat. boats go on to *Saude* on the *Saudefjord*, whence they start for Stavanger, viâ Sand, the same day or the following morning according as they are morning or afternoon boats from Stavanger. The Thurs. boat goes on from Sand to *Høylen* on the *Høyfjord* and returns to Stavanger on the same day. These boats touch at *Jelsø* or *Jælsø* (p. 49), both in going and returning.

To SANDEID on the SANDEIDFJORD on Monday (6 a.m.), Wednesday (6.30 a.m.) and Thursday (11.30 a.m.); the Mon. and Wed. boats return the same day, the other on Friday morning, the two first touching at *Jelsø* (*Jælsø*) on the way back, the last on the way out only.

Travellers may proceed direct from Sand (or Høylen, see above) to Sandeid by changing boats at *Nærstrand* on Thursday afternoon; in the reverse direction they may proceed direct from Sandeid to Sand and Saude by changing boats at *Nærstrand* on Monday afternoon.

The steamers to Bergen (p. 50) merely cross the Bukkenfjord without penetrating into any of its recesses.

### A. The Lysefjord.

An excursion from Stavanger to the Lysefjord, the grandest fjord on the S.W. coast of Norway, occupies 2-3 days, and is attended with some fatigue and privation, unless, as sometimes happens, an excursion steamer runs from Stavanger to Lyse and back in one day. There are no good inns or stations on the route, and the row up the fjord and back takes 7-8 hrs. each way.

A small steamer sometimes plies between Stavanger and *Høle* on the *Hølefjord* (a steam of 2 hrs.); or the traveller may take the train to *Sandnes* (p. 45;  $1\frac{1}{2}$  hr.), and drive thence to (28 Kil.) *Høle* (3-4 hrs.), where tolerable quarters may be procured. Here we hire a boat with two or more rowers (15-20 kr. for the whole excursion) and cross the *Hølefjord* to (6 Kil.) *Gjøsø* or *Fossan*, at the entrance to the Lysefjord, on the S. side, where we may visit a large moraine which led *Esmark*, a Norwegian savant, about the year 1821, to the conjecture that the whole country was once covered with glaciers. (See *Forbes's Norway*, Edin.; 1853; p. 239.) We then enter the \***Lysefjord**, a wild and almost deserted arm of the sea, 700-2000 yds. in width, 23 Engl. M. long, and at places 1400 ft. in depth, and enclosed by precipitous rocky mountains upwards of 3000 ft. high. At the head of the fjord lies the hamlet of *Lyse* (poor quarters), surrounded by imposing rocks, a little to the N. of which rises the *Lysekam* (4500 ft.). A curious and unexplained phenomenon is sometimes observed here. A crashing noise like thunder is heard, immediately after which a gleam of light flashes horizontally over the surface of the fjord, disappearing halfway across. The noise and light are believed to proceed from a kind of cavern in the face of the rock about 2000 ft. above the fjord, and inaccessible except by means of ropes from the top of the









mountain. A similar phenomenon is said to have been observed on the *Trogljel* near *Gaarden Molaup* on the *Jørundfjord* (p. 175). (See *Vibe's* 'Meer und Küsten Norwegens', Gotha, 1860.)

From Lyse to *Helle* in the *Sætersdal*, a very rough and fatiguing walk of two days, see p. 41.

### B. The Sandsfjord, Hylsfjord, and Saudefjord.

As above mentioned, five steamers weekly run from Stavanger to *Sand* on the Sandsfjord, four of which go weekly to *Saude*, the other to *Hylen*. Some of these vessels touch at the islands *Tuljø*, *Findø* (where several of the inhabitants of Stavanger possess pleasant villas), and *Stjærnerø*, and at *Nærstrand* at the mouth of the *Sandeidfjord* (p. 150); while others call at *Tau* (15 Kil. to the N.E. of Stavanger; path thence past the *Bjøreimvand* and the *Tysdalsvand* to *Bergeland* in the *Aardal*; 6 Kil. above Bergeland is the picturesque *Hjaafos*), *Fister*, and *Hjelmeland* on the mainland. Between *Tau* and *Fister* opens to the right the *Aardalsfjord*, which is visited by the Tuesday boat from *Sand* to Stavanger. *Hjelmeland* lies at the mouth of the *Hjosenfjord*, a long inlet somewhat resembling the *Lysefjord* in character. From the head of that fjord a rough and fatiguing route crosses the mountains in 2 days to *Valle* in the *Sætersdal* (p. 42).

Most steamers touch at *Jælsø* or *Jelsø (Inn)* on the mainland (3½ hrs. from Stavanger), at the mouth of the Sandsfjord, a village of some importance, with a church and an excellent harbour, where the large coasting steamers also touch. We now enter the **Sandsfjord**, and in 1½ hr. more reach —

**Sand** (\**Andersen's Inn*, unpretending), at the mouth of the *Logen-Elv*, which descends from the *Suledalsvand*, 22 Kil. distant.

The *Suledalsvand*, a most picturesque lake, 30 Kil. long, enclosed by imposing mountains, is well worthy of a visit. A good road leads from *Sand* to (10 Kil.) *Fos* and (12 Kil.) *Fiskekjøn* or *Mo*, at the S.W. end of the lake. Taking a boat there, we row up the lake, passing (after 6 Kil.) through \**Porten*, a grand and narrow defile. to *Vaage*, about 15 Kil. from *Mo*. About 12 Kil. farther to the N., also on the W. bank of the *Suledalsvand*, lies *Næs* or *Gautetun*, whence a bridle-path leads to (5 hrs.) *Botten* on the *Røldalsvand* (p. 29). A new road from *Næs* to *Botten*, ascending the picturesque valley of the *Store Elv*, is now in progress. Room for it has been made at places by blasting the rock.

The route from Stavanger to the *Hardanger* viâ the *Suledalsvand*, *Næs*, and *Røldal* has deservedly come into much favour during the last few years. Heavy luggage may be sent from Stavanger to *Odde*, or to *Bergen*, by direct steamer. Guide across the *Røldalfjeld* desirable (*Samson Ericson Fiskekjøn* of *Suledal* may be recommended; from *Sand* to *Røldal* 7, to *Odde* 10 kr.). — At the head of the *Suledalsvand*, 3 Kil. from *Næs*, lies *Roaldkvam* (tolerable quarters), whence *Breve* in the *Sætersdal* (p. 42) or *Gryting* in the *Røldal* (p. 30) may be reached in one day.

The steamer, mentioned at p. 48, goes on from *Sand* into the **Hylsfjord**, an eastern ramification of the Sandsfjord, reaching *Hylen* at the head of the fjord in 1½ hr. more (6½ hrs. from Stavanger).

From *Hylen* to *Vaage* on the *Suledalsvand* (see above), a very picturesque walk of 1½-2 hrs., crossing the lofty *Hysskar*, where we stand

on a narrow ridge, a few feet only in width, and enjoy a magnificent view of the lake below.

The \***Saudefjord**, or *Søvdefjord*, the N. arm of the Sandsfjord, vies with the Suledalsvand in grandeur. **Saude** or *Søvde* (poor quarters), at the head of the fjord, is reached by the steamer (p. 48) in  $1\frac{1}{4}$  hr. from Sand ( $6\frac{1}{4}$  hrs. from Stavanger). A path leads hence to *Eskevik* on the *Røddalsvand* (p. 31), to the N. of *Botten*, in 10-12 hrs.; and another, diverging from the first, and somewhat longer, leads through the *Slettedal* to a point on the Hardanger road about 5 Kil. to the N. of *Horre* (p. 31).

### C. The Sandeidfjord.

The steamers from Stavanger to the **Sandeidfjord**, like those to the Sandsfjord, take different routes, both in going and returning. At the mouth of the Sandeidfjord, on the left, lies *Nærstrand*, where travellers desirous of proceeding direct from Saude to Sandeid (or vice versa) change boats (p. 48). Beyond *Nærstrand* the steamer soon reaches the point where this fjord, running N. and S., is intersected by the *Yrkefjord* to the W. and the *Vindefjord* to the E., forming a complete cross, and recalling the form of the Lake of Lucerne. On the right, near the mouth of the Vindefjord, is *Vikedal*, a pretty place with thriving farm-houses, beyond which we soon reach Sandeid (*Fru Meidell's Inn*, well spoken of), pleasantly situated at the head of the fjord ( $6\frac{1}{2}$ - $9\frac{1}{2}$  hrs. from Stavanger, according to the route taken by the steamer).

Travellers bound for the Hardanger should drive from Sandeid across the 'Eid', or neck of land which separates the Sandeidfjord from the Hardanger, to (8 Kil.) *Glen* (p. 52), where steamers touch thrice weekly.

## 8. From Stavanger to Bergen.

21 M. (135 Kil. or 84 Engl. M.). FROM STAVANGER TO BERGEN there are usually eleven steamers weekly, five being vessels of considerable size from Christiania, and one from Hamburg, bound for Bergen or more distant places, while five smaller steamers ply weekly between Stavanger and Bergen only. The larger boats touch at *Haugesund* only, beyond which they proceed direct to Bergen, either passing between the *Bønneleia* and the *Stordø*, or between the latter and the *Tysnæsø*. The outer islands are mostly bare and rocky, and of moderate height. The voyage by the direct steamers takes  $8\frac{1}{2}$ -12, by the local boats 12-15 hours. One of the latter touches at *Næshavn* on the W. coast of the *Tysnæsø*; the others pursue the more interesting course viâ *Tersøen* (p. 53).

Nearly the whole voyage by all these steamers is in smooth water, their course being protected by islands, except for a short distance between Stavanger and Kjøpervik, and between Haugesund and Langevaag. The steamers are comfortably fitted up, but the sleeping accommodation is always very limited. Breakfast or supper is provided for 1- $1\frac{1}{2}$  kr., dinner for 2- $2\frac{1}{2}$  kr.; steward's fee about 50 ø. per day. By water Bergen is about 21 Norwegian sea-miles (84 Engl. M.) from Stavanger, but the course taken by the steamers is considerably longer. The miles given at the beginning of the paragraphs in the following route, are the direct distances from the starting-point of the route (Stavanger). The distances between the most important stations are also mentioned. — Lastly, it may be mentioned, that, as the fine scenery of the Har-

danger (R. 9), does not begin till Hærsen and Tørsen are approached, the traveller loses little by going thus far at night.

The navigation of these western fjords of Norway, with their innumerable rocky islands, winding channels, promontories, and sunken rocks, is exceedingly intricate, often demanding the utmost attention of the captains and pilots, whose skill the traveller will have occasion to admire. Most of the captains speak English, sometimes German also, and they are usually very obliging. — Numerous lighthouses (*Fyr*) on both sides of the steamer's course are passed between Stavanger and Langevaag, to the N. of Haugesund.

On leaving Stavanger the vessel steers towards the N.W.; on the left are the *Duse-Fyr* and *Tungenæs-Fyr* on the *Randeberg*; to the right the *Hundvangsø*, the *Mostersø* with the ruined *Ulsten-kloster*, and beyond it the larger *Rennesø* and other islands. On the left we next observe the lofty lighthouse on the *Hvittingsø*, beyond which the open and unsheltered mouth of the *Bukkenfjord* is crossed (in about an hour). To the N.W. is the lighthouse of *Falnæs* (*Skudesnæs*). We next observe *Skudesnæshavn*, with its lighthouse, to the left, a small seaport (1300 inhab.) at the S. end of the *Karmø*, to which a steamer runs from Stavanger twice weekly. The first station at which the steamers usually stop is *Færresvik*, a village on the *Bukkenø*.

3 M. (19 Kil.) **Kopervik**, or *Kobbervik (Inn)*, with 850 inhab., is one of the largest villages on the *Karmø*, a large and populous island, to which the herring-fishery is a source of much gain. The island is nearly flat, and tolerably well cultivated at places, but consists chiefly of moor, marsh, and poor pasture-land, and is almost entirely destitute of trees. It contains numerous barrows, or ancient burial-places, especially near the N. end, some of which have yielded relics of great antiquarian value. The climate, which is cool in summer and mild and humid in winter, is exceptionally healthy, the average annual death-rate being only 1½ per thousand. — About 12 Engl. M. to the W. of the *Karmø* lies the small and solitary island of *Utsire*, with a chapel and a lighthouse.

The steamer soon enters the *Karmsund*, the strait separating the island from the mainland. On the left, about 4 Engl. M. beyond Kopervik, is the old church of *Augvaldsnæs*, adjoining which, and inclined towards it, is an old 'Bautastein', 25 ft. in height, known as '*Jomfru Marias Synaal*' (the Virgin Mary's Needle). Tradition says that when this pillar falls against the church the world will come to an end. To the N. of this point, on the opposite side of the 'Sund', are five similar stones, popularly called the '*Five Foolish Virgins*'. At the end of the *Karmsund*, on the mainland, lies —

5 M. (32 Kil.) **Haugesund** (*Jonassen's Hotel*; *Olsen's*), locally known as *Karmsund*, with 4400 inhab., a place of no interest, except as the supposed burial-place of Harald Haarfagre (d. 933), whose original tombstone is still pointed out. On this spot, the

*Haraldshurug*, a mound of earth a little to the N. of the town, rises an *Obelisk* of red granite, 45 ft. in height, on a square pedestal, around which are placed a number of stones, 9 ft. in height, called the *Fylkestene*, representing the *Fylker*, or districts into which Norway was formerly divided. This monument, called the *Haralds-Støtte*, was inaugurated in 1872, on the thousandth anniversary of Harald's victory on the *Hafrsfjord*, in consequence of which the whole of the *Fylker* were united under his sceptre. — A road leads from *Haugesund* to the E. to (48 Kil.) *Ølen* (see below).

To the N. of *Haugesund* extends an unprotected part of the coast, called *Sletten*, nearly 3 M. (19 Kil.) in length. Near the N. end of this tract, about 1 hr. beyond *Haugesund*, is *Lyngholmen*, where some of the steamers stop, the first station in *Bergens-Stift*, or the province of *Bergen*, to the W. of which is the *Ryvadens-Fyr* on a rocky island. We now enter the *Bømmelfjord*, one of the narrow inlets of the *Hardanger* (p. 54), passing the *Bømmelø* on the left, on which rises *Siggen*, a hill known as one of the 'towers' of *Bergen*. This district is called the *Sønd-Horland*, the natives of which are known as *Søringer*. Picturesque mountains in the background. Some of the steamers next stop at *Tjernagel*, on the mainland, 2 M. (12 Kil.) farther, others at *Langevaag*, on the *Bømmelø*, opposite.

9 M. (58 Kil.) *Mosterhavn*, the next station, on the *Mosterø*, boasts of a church built by *Olaf Tryggvason* (995-1000), the oldest in Norway. — From this point onwards, comp. the *Map*.

11 M. (70 Kil.) *Lervik*, a station of some importance, where passengers to and from *Ølen-Fjære* (see below) change steamers. It lies at the S. end of the *Stordø*, one of the largest of the islands at the entrance to the *Hardanger*. The well-wooded *Halsenø*, an island to the E., contains part of the buildings of a Benedictine monastery, founded probably in 1164. Several barrows in the vicinity.

The *Aalefjord*, with *Røkenæs* and *Vikevik*, and the *Skoneviksfjord*, extend S. and SE. of *Lervik* respectively and are visited by steamer only once or twice weekly.

On the *Ølenfjord*, a branch of the *Skoneviksfjord*, lies *Ølen* (° *Inn*, skyds-station), 8 Kil. from *Sandeid* (p. 50), and visited 4 times weekly by steamer. A steamer starts hence for *Bergen* (and for *Stavanger*; change at *Lervik*) on Tues. and Fri. mornings. Another calls here on its way to *Fjære* (see below) on Mon. morning, and on its way back to *Vikevik* (see above) on Thurs. afternoon. (This last steamer is of no importance to tourists.) — The Mon. and Thurs. steamers (see above) also touch at *Etne*, at the head of the *Etne-Pollen*, whence a mountain path leads direct to (50 Kil.) *Seljestad* (p. 31), a very fatiguing walk of 11-12 hrs.

Eastwards from the *Skoneviksfjord* runs the *Aakrefjord*, with the steamboat stations *Aakre* and (at the head of the fjord) *Fjære* (bad quarters). Hence a bridle-path (practicable for one-horse vehicles) crosses the mountains, amidst imposing scenery, viâ (2 hrs.) *Rullestad* (scanty accommodation) and *Vintertun*, in 6-7 hrs. to (22 Kil.) *Gaard Jøsendal*, situated between *Seljestad* and *Hildal* on the road to *Odde* (see p. 31); a little beyond *Vintertun* a branch of the track descends to the right direct to *Seljestad* (p. 31; comp. the *Map*, p. 54).





Beyond Lervik the direct steamer traverses the *Bømmel-Fjord* and *Kloster-Fjord*, the latter named after the above-mentioned monastery on the Halsenø.

12 $\frac{1}{2}$  M. (80 Kil.) **Sunde**, situated in the *Husnæs-Fjord*, on the peninsula of *Husnæs*. Travellers bound for the Hardanger Fjord have often to change steamers here (comp. p. 54).

13 $\frac{1}{2}$  M. (86 Kil.) **Herøen**, a small island opposite *Helvik*, is an important station, as most of the steamers to the Hardanger, both from Stavanger and from Bergen, as well as several of those plying between Stavanger and Bergen, touch here (see p. 54). The scenery now becomes more interesting; the mountains are higher and less barren, and on every side the eye is met with a picturesque profusion of rocks, islands, promontories, and wooded hills, enlivened with bright-looking little hamlets nestling in sheltered creeks.

15 M. (96 Kil.) **Terøen (Inn)**, a little island and village near the N. coast of the fjord, and to the E. of the large *Tysnæsø*, is a very important station, six steamers running thence weekly to Bergen, four into the Hardanger, and two to Stavanger. Travellers have often to change boats here. The scenery is remarkably fine here, especially as the snowy summit of the *Folgefond* (p. 54) is now visible towards the E. — Near this point we quit the *Sønd-Horland*, the island and coast district hitherto skirted, and enter the *Nord-Horland*, and it is here that the *Hardanger Fjord* strictly speaking begins.

Beyond Terøen, which is reached in 9-10 hrs., the steamer passes through the *Loksund*, a very narrow strait between the mainland and the *Tysnæsø*. The next station, *Einingerviken*, lies on the *Tysnæsø*, at the N. end of the strait; beyond which is *Godøesund*, on a small island to the N. of the *Tysnæsø*. The *Bjørnefjord* is next traversed. To the N. lies the pleasant-looking *Os*. The steamer passes *Lepsø* (to the right) and proceeds through the narrow *Krogene* and the *Korsfjord*. To the right is the *Lysefjord*, on the W. bank of which lies the ruined convent of *Lysø*. Farther on we pass the peninsula of *Korsnæs*. To the left, a little later, is the light-house of *Marstenfyr*, apparently rising directly from the sea. Then *Bukken*, a small island between the mainland and the *Sartorø*. The scenery on this part of the voyage is less attractive than at the mouth of the Hardanger. Bergen comes in sight as the steamer rounds *Kvarven*, the N. spur of the *Lyderhorn*; on the left (N.W.) rises the mountainous *Askø* (p. 76). The first view of the town is very striking.

21 M. (135 Kil.) **Bergen**, 4 $\frac{1}{2}$  hrs. from Terøen, 8 $\frac{1}{2}$ -15 hrs. from Stavanger, see R. 10.

## 9. The Hardanger Fjord.

*Comp. the Maps, p. 52 (Outer Hardangerfjord) and p. 54 (Inner Hardangerfjord), which join at the dotted line on the lower (western) side of the latter.*

*From Stavanger to Odde on the Hardanger Fjord* direct STEAMBOAT ('Folgefonden') once weekly, starting on Sun. evening and taking 27 hrs. to the passage. The traveller may also take the Bergen steamer from Stavanger (Thurs. morning), and disembark at *Hervæn*, whence a steamer (from Bergen) plies to *Eide* and *Odde* in the afternoon. Other pleasant ways of making this trip are as follows: from Sandeid proceed to *Ølen* (pp. 50, 52), and thence by steamer to *Terø* (see above); or from *Sand* to *Odde* via the *Suledalsvand* (p. 49).

*From Bergen to the Stavanger Fjord* there are five STEAMBOATS weekly. One starts on Sunday evening and calls at *Sunde*, where passengers spend 3 hrs. and then proceed (Mon. morning) in a *Stavanger* steamer, arriving at *Odde* at 11 p.m. The others start on Tues. morning (passengers for *Eidfjord* and *Ulvik* change steamers at *Eide* at 7.30 p.m.), Thurs. forenoon, and Sat. morning, arriving at *Odde* on Tues. midnight, Frid. noon, and Sun. 11 p.m. Another steamer leaves Bergen at midday on Sat., reaching *Ulvik* on Sun. at 3½ a.m. — Similar arrangements for the journey in the opposite direction.

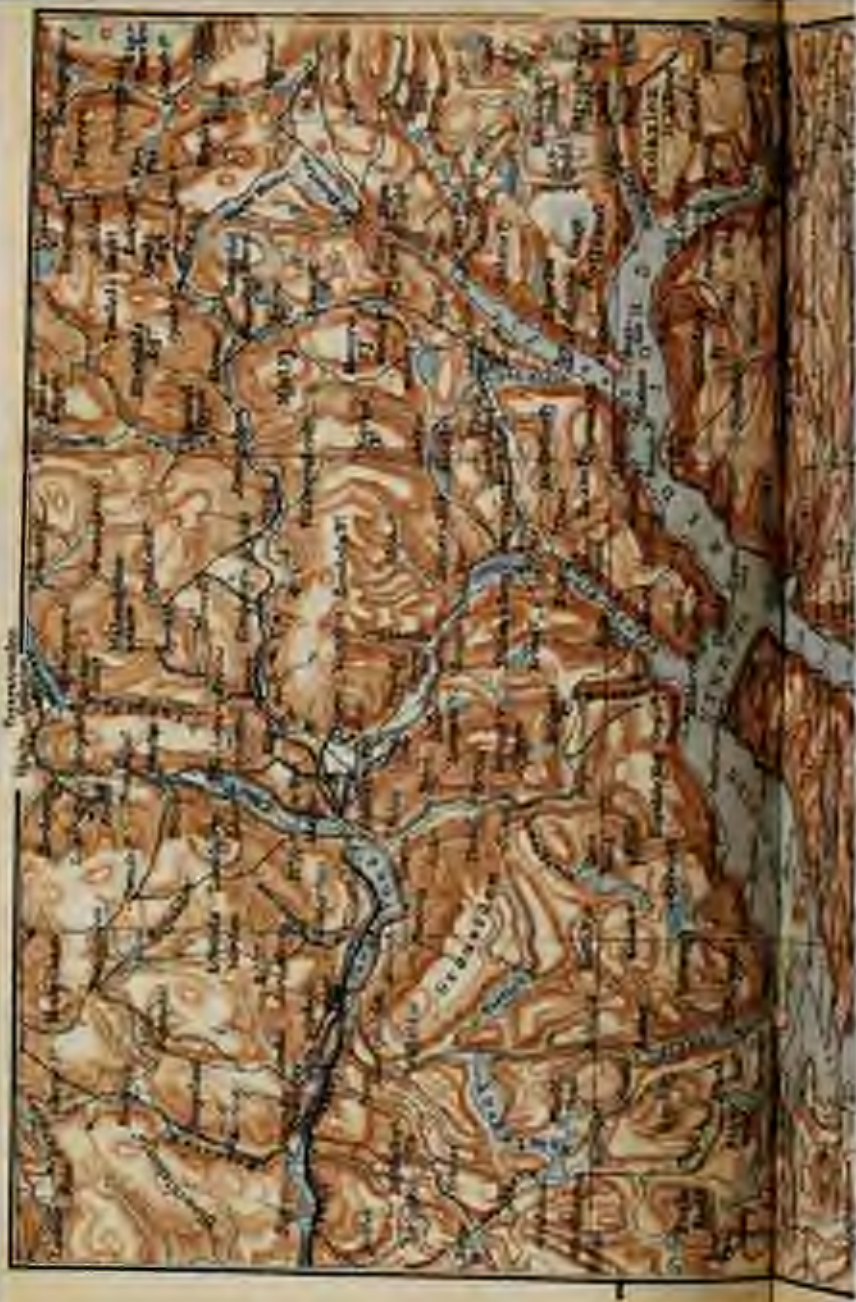
*From Bergen via Vossevangen (railway) to Eide*, see R. 11.

*From Thelemarken via the Haukeli-Seter to Odde*, see R. 4.

It need hardly be said that the traveller who performs the whole journey to the head of the fjord and back by water cannot thoroughly appreciate the beauties of the scenery. The favourite headquarters for excursions are *Eide*, *Utne*, *Ulvik*, *Eidfjord*, *Lofthus*, and *Odde*. The inns are generally good and reasonable, but are often full in the height of the season (ending about Aug. 10th).

The \***Hardanger Fjord**, the main channel of which is subdivided into the *Kvindherredsfjord*, the *Hisfjord*, the *Ytre* and *Indre Samlen*, and the *Sør* fjords, runs from *Terøen* to the N.E. for about 11 sea-miles (44 Engl. M.) to *Utne*, where it turns suddenly to the S. to *Odde*, a distance of 6 miles more (in all 68 Engl. M.). Opposite *Utne* diverge the *Graven* and *Eid* fjords, besides which there are numerous smaller creeks which it is unnecessary to name. The average breadth of the fjord is about 3 Engl. M., but the upper part of the *Sørfjord* gradually narrows to a width of a few hundred yards only. The scenery is justly celebrated for its beauty and grandeur, and of all the Norwegian fjords this is perhaps the most attractive on account of its variety. Its accessibility and the comparative comfort of its inns are farther advantages not to be overlooked. In some respects the Hardanger resembles the *Sognefjord* (p. 98), being enclosed by rocky and precipitous mountains 3000-5000 ft. in height, but the forms of the mountains are less picturesque, and snow and glaciers less frequent. On the other hand the mountains are generally better wooded, the banks more fertile, and the scenery altogether of a softer and more smiling character, while the huge and spotless snow-mantle of the *Folgefond* is frequently visible in the background. To these attractions must be added two of the finest waterfalls in Norway, hardly indeed surpassed in Europe, both of which are easily accessible to good walkers. The population ('*Hurænger*'), too, and their national









characteristics will interest many travellers. Weddings here are still very picturesque festivities, though generally falling short of *Tide-mund's* beautiful '*Bruddefærd*'. The bridal crowns and gold and silver trinkets (such as the *Sølje*, or *Sylgja*, a kind of brooch or buckle) are curious, and the embroidery, coverlids (*Slumretæpper*), and carpets (*Tæpper*) manufactured in this district are much sought after. The costumes are seen to the best advantage on a Sunday morning before or after divine service. The women, who wear the '*Skaut*', a kind of cap of white linen with stripes, and sometimes a picturesque red bodice, may often be observed giving the finishing touches to their toilet after landing from their boats to attend church. The primitive mode in which public worship is conducted is very characteristic. The national music and the six-stringed Hardanger violin are also curious and interesting.

*Terøen*, see p. 53. The Hardanger Fjord begins on the E. side of this island, whence a striking view is enjoyed of the \**Folgefond*, with the *Melderskin*, *Malmangernut*, *Kjeldhaug*, and other spurs descending from it. The *Folgefond* (*Fonn* or *Fond*, 'mass of snow') is an enormous expanse of snow and ice, 35-40 Engl. M. in length and 7-15 M. in width, covering the plateau, 3000-5000 ft. in height, which rises between the Hardanger Fjord on the W., the *Aukre-Fjord* on the S., and the *Sør-Fjord*, with the valley extending to the S. of it, on the E. side. Towards the S.E. the peninsula of the *Folgefond* is connected with the mainland by an isthmus 24 Engl. M. in width (between *Fjære* and *Odde*). The mountain attains its greatest height (5420 ft.) immediately to the E. of the *Sørfjord*, from which it rises almost perpendicularly. On the W. side the plateau descends gradually to the fjord. From the '*Fond*', the nearly level snowy roof of the mountain, descend glaciers (*Jøk-ler*, *Bluabæraer*) in every direction, resembling huge icicles, the best known of which are that of *Bondhus* (p. 56) near the head of the *Mauranger-Fjord*, a favourite subject with artists, and the *Buarbra* (p. 66) to the E. of *Odde*. From this vast expanse of snow protrude several rocky peaks (*Nuter*, literally 'knots') of moderate height: on the N. side the *Solnut* (4830 ft.) and *Thorsnut* (5164 ft.), on the W. *Hundsøret* ('the dog's ear'; 5360 ft.), and on the E. the *Reinanut* and *Sauenut*. The best survey of the *Folgefond* from the W. side is obtained from *Terøen* and the neighbourhood, and from the E. side from the heights between *Røldal* and *Seljestad* (p. 31).

The stations are here enumerated in their usual order, but some of the steamers do not touch at them all. The direct distances from *Terøen* are prefixed to them.

*Herøen*, 1½ M. (10 Kil.) to the S. of *Terøen*, see p. 53. About 1 M. beyond *Herøen*, on the mainland, is *Uskedal*. To the N. lie the long islands of *Skorpen* and *Snilsthveit*, and on the right are the sombre slopes of the *Solfjeld*.

3 M. (19 Kil.) *Demelsriken* (Inn). To the E. towers the *Mal-*

*mangernut* (2880 ft.). We next reach the château and park of *Rosendal*, beautifully situated at the base of the *Melderskin* (see below), and belonging to the Barons *Rosenkrantz* and *Rosenkrone*, who, however, were obliged to resign their baronial dignity on the abolition of all titles of nobility in 1821. In the vicinity is the church of *Kvindherred*. — A bridle-track leads through the *Melsdal* to the *Midtsæter* and the *Myrdsalsvand*, whence a steep, but tolerable path ascends to the summit of the *Melderskin* (4680 ft.), which commands an imposing survey of the *Folgefond* and the fjord down to the sea. — An excursion through the narrow *Huttebergsdal*, containing the *Ringerifos*, as far as the foot of the *Folgefond* is also recommended. — On the opposite bank of the fjord, about  $1\frac{1}{2}$  M. (10 Kil.) from *Rosendal*, is *Gjermundshavn*, and 1 M. to the N.E. of it is —

4 M. (26 Kil.) *Skjelnæs*, at the S. end of the large, but uninteresting *Varaldsø*. The strait on the E. side of the island is called the *Sildefjord*, beyond which, on the mainland lies the church of *Ænæs*, at the foot of the *Gygrastol* (3116 ft.).

The **Maurangerfjord**, about  $2\frac{1}{2}$  sea-miles in length, with its bays of *Østre* and *Nord-Pollen*, may be visited from *Skjelnæs* by boat. On the right we observe *Ænæs* and the fine waterfall of *Fureberg*. From *Bondhus* (tolerable quarters), near the head of the fjord (a row of  $2\frac{1}{2}$  hrs. from *Skjelnæs*), we walk in 2 hrs. to the *Bondhusbræ* (guide necessary), a magnificent glacier which descends from the *Folgefond*, between the *Selsnut* and the *Bondalsnut*. It is reached by crossing a moraine (*Vor*, *Jokul-Vor*), rowing over the small *Bondhusvand* with a number of waterfalls descending from its precipitous banks, and ascending across a second moraine. The foot of the glacier is 1050 ft. above the fjord. Refreshments at the sæter here (up to the middle of July). Guide or horse 1 kr. 60 ø.

FROM THE MAURANGERFJORD TO ODDE (10-12 hrs. in all). From *Bondhus* we row in  $\frac{1}{2}$  hr. to *Sørøhus*, at the head of *Østre pollen*, the E. extremity of the fjord, where horses and guides are to be had. The ascent to the top of the pass is extremely steep, but the expedition presents no serious difficulty or danger in suitable weather. After a fresh fall of snow ('nysne'), however, it is impracticable. The summit of the pass, where the route skirts the *Hundsør* (p. 55), is about 5000 ft. high, beyond which there is a steep descent to *Tokheim* near *Odde* (p. 65). — Another route, frequently traversed of late, ascends from *Bondhus* by the *Bondhusbræ* and descends from the *Folgefond* to *Odde* by the *Buarbræ* (p. 66), but is more fatiguing. (Comp. Forbes's *Norway*, Edin. 1853; pp. 130, *et seq.*)

5 M. (32 Kil.) *Gravdal*, to the W., on the *Bondesund*, and, about 1 M. farther, *Gierhavn*, at the N. end of the *Varaldsø*, are the next stations. The broad part of the fjord extending from this point to *Strandebarm*, 2 M. to the N., is called the *Hisfjord*.

6 M. (38 Kil.) *Bakke* (\*Inn), to the N. of which is the church of **Strandebarm**, is beautifully situated on the W. bank, in the midst of grand scenery. To the E. we observe the *Myrdsalfos* and the *Folgefond*, to the N.W. the snow-clad *Thveite Kvitingen* (4220 ft.), and to the N.E. the *Vesholdo*. To the left of the last is a foot-path, leading past the gaards of *Haukaas* and *Solbjörg* and the sæter of *Toruhella*, to *Netland* in the *Steinsdal* (4-5 hrs.; see below). The route along the bank of the fjord to *Sandven* is, how-

ever, more attractive. — The steamer then steers towards the E., enters a narrower part of the fjord, and stops at —

7 M. (45 Kil.) *Jondal (Inn)*, on the E. bank, 2 M. from Bakke, with a bridge over the Elv. The scenery now becomes less attractive. This place is locally famous for the excellence of its boats.

A road ascends hence the *Korsdal* to (3 hrs.) *Gaarden Flatebø* (1100 ft.), grandly situated, and leads thence to the S. to the *Jondalsbrø*, near the *Dravlevand* and *Jeklevand*; and another path from the gaard crosses the *Folgefond* to *Bleie (Naæ)* on the *Sørfjord* (p. 64). The latter route leads from Flatebø to the N.E. to *Sjusæt*, ascends steeply and describes a wide bend towards the N., turns to the E., skirts the *Thorsnut* (p. 55), and passes the *Saxaklep*. The highest point of the route is 4510 ft. above the fjord. Then a steep descent to the *Reisater* (1080 ft.) and thence to *Bleie (Naæ)*, p. 61; 8-10 hrs. in all; guide necessary, *Torgil's Koppre* recommended).

Beyond Jondal the steamer passes several waterfalls, leaving *Jonarnæs* on the right, and soon enters the *Ytre Samlen-Fjord*. The scenery here is again very picturesque. The steamer crosses to the W. side, passes *Axenæs* and the church of *Vikør*, and enters the *Norheimsund*, a beautiful bay, on which lies —

9 M. (56 Kil.) *Norheimsund* or *Sandven (Nils Sandvens Hotel, R. 1, B. 1, S. 1 kr., D. 1 kr. 60 ø.)*, charmingly situated, and suitable for a prolonged stay. In the vicinity are picturesque rocky and wooded hills. To the W. rises the snowy *Gjeen Kvitingen*. Sandven commands an admirable view of the *Folgefond*, with the mountain-spurs radiating from it. At the back of the village is the *Steinsdal*, a pretty and well-cultivated valley, in which a good road ascends to the ( $\frac{1}{2}$  hr.) *Øfsthusfos* (from '*Øverste Hus*'), a waterfall 150 ft. in height, a narrow path behind which enables the visitor to pass dry-shod between the water and the rock. Some of the steamers stop for several hours at Norheimsund, during which the fall may easily be visited.

Beyond the *Øfsthusfos* the carriage-road ascends the valley, passing the farms of *Steine* (tolerable quarters) and *Birkeland*, and terminates at (1 hr.) *Netland*. From Netland we may walk by the route mentioned above to Strandebarm. Another path leads from Netland to the ( $\frac{1}{2}$ -5 hrs.) *Gaard Eikedal*, on the N. bank of the *Eikedalsvand* (1000 ft.), and then descends precipitously past the picturesque *Eikedalsfos*, 285 ft. in height, to the beautiful *Frelandsdal (i Samnanger)*, in which, 6 Kil. lower down, lies *Tøsse (Inn)*, on the *Aadlandfjord*, the N. branch of the *Samnanger-Fjord*. The whole walk occupies 9-10 hrs. (guide necessary). From Tøsse we cross in a small boat to (4 Kil.) *Aadland*, whence we proceed on foot viâ *Haugen* to (8 Kil.) *Trengereid* (p. 77).

Beyond Norheimsund the steamer touches at *Østensø*, or *Austesyn (Inn)*, on the adjoining bay, another pretty place which attracts numerous summer visitors. A mountain-path leads hence to the (4-5 hrs.) *Humlegrøvand* (1910 ft.), which affords good fishing.

To the W. of Østensø is a promontory (*Næs*) separating the bay of Østensø from the very narrow and picturesque '*Fiksensund*', an arm of the fjord running towards the N. for a distance of 7 Engl. M., at the head of which lies *Gaarden Botnen* (reached by boat from Østensø in  $\frac{3}{4}$ -4 hrs.). High up on the mountain-side beyond the Næs is seen a huge giant-hasin (*Jettegrøde*), called *Gygerøva (Gygr, 'giantess')*, from the popular tradition that a giantess standing on the mountain, and endeavouring to draw several small islands in the fjord towards her, failed from the

breaking of the rope, and caused this indentation by falling backwards. — From Botnen a path (guide unnecessary), exceedingly rough and precipitous at places, ascends the *Flatebøggjel* (*Gjel*, 'rocky ravine') to the (5 Kil.) *Løkedal sæter* and the top of the hill beyond it (2000 ft.), after which it leads across more level ground to the (6 Kil.) *Vossestøle* (*Støl*, 'sæter') at the N.E. end of the *Humlegrovand*, mentioned above. It then descends by the course of the river issuing from the neighbouring *Thorfinnvand* to (6 Kil.) *Gaarden Skjeldal*, whence a good road leads through pine-forest to (5 Kil.) *Grimestad* at the W. end of the *Vangsvand*. Distance thence by road 12 Kil., or by boat 9 Kil., to *Vossevangen* (p. 77). This interesting route from Østensø to Vossevangen takes 12-14 hrs. in all.

Soon after quitting Østensø the steamer commands a view, to the left, of the *Indre Samlen-Fjord*, a beautiful reach of the Hardanger. It either steers straight across the fjord to ( $1\frac{1}{4}$  M.) *Herand*, lying to the S. of the conspicuous and nearly isolated *Samlenut* or *Samlekolle* (2060 ft.), which may be ascended from Herand, or, passing the mouth of the *Fiksensund* (p. 57), it skirts the N.W. bank of the fjord and touches at (2 M.) *Aalvik*, near which is the picturesque *Meluanfos*. In the former case, on leaving Herand, it rounds the *Samlenut*, touches at *Vinæs*, and skirts the *Stenkorsnæs* with *Gaarden Nesthammer*. Whichever of these routes the steamers take, they all stop at —

11 M. (70 Kil.) **Utne** (\**Inn*), beautifully situated on the *Utne-fjord*, from which the *Samlenfjord*, the *Gravenfjord*, the *Eidfjord*, and the *Sørfjord* radiate towards the four points of the compass. A path ascends through the charming valley at the back of the village to the ( $2\frac{1}{2}$  hrs.) *Hunekumb* (3590 ft.), which commands an admirable survey of the Utne, Eide, and Sør fjords. The ascent of the *Oxen* (p. 59) is still more interesting. — From Utne the steamer steers due N. into the *Gravenfjord*, a narrow and somewhat monotonous arm of the fjord, at the N. end of which, about  $2\frac{1}{2}$  M. from Utne, lies —

12 M. (77 Kil.) **Eide** (\**Haukenæs Hot.* with fast station, close to the fjord, R. 1 kr. 20 ø.; \**Møland's Hotel*, on the river; \**Jensen's*, 5 min. from the pier), nestling prettily at the foot of rocky and wooded mountains which leave it exposed on the S. side only. Several of the streams and small lakes in the neighbourhood are said to afford good trout-fishing. This is the most frequented place on the fjord as a summer residence, but the scenery is not very striking. A very pleasant walk of  $\frac{1}{2}$  hr. may be taken to the beautiful *Gravensvand* to the N. From Eide to (30 Kil.) *Vossevangen*, see pp. 78, 77.

FROM EIDE TO ULVIK (23 Kil., pay for 36), a magnificent ride or walk, affording an admirable picture of Norwegian mountain-scenery (4-5 hrs.; guide unnecessary). All superfluous luggage should be sent round by steamer from Eide to Ulvik. From Eide the Vossevangen road leads to (4 Kil.) *Gravens-Kirke* (p. 78), on the *Gravensvand*, where the bridle-path (which we take) to (12 Kil.) Ulvik, extremely steep at places, diverges to the right. — Travellers may effect a saving of nearly an hour by taking (with guide) the bridle-path past *Gaarden Kjelland* which unites with the road from Graven at the *Angerklev*. Following this road to the right, we reach the highest point of the route (about 1200 ft. above the fjord) between the *Graahellerfjeld* and the *Grimsnut* on the right and the *Kraashøed* on the left, beyond which opens a magnificent VIEW of the *Ulriksfjord*.

To the E. rise the *Onen*, from which the *Døgerfos* is precipitated to a depth of upwards of 1500 ft., and the *Balonesfjeld*, and to the N.E. the majestic *Vas-Fjæren* (5350 ft.). On the descent to (1¼ hr.) *Brakenæs*, which is very steep at places, the scenery becomes still more picturesque, particularly at the *Furusæter* and *Lindebrække*. On the hill, about ¼ hr. before we reach *Brakenæs* (see below), is *Villemsen's Hotel*, beautifully situated, and often full. Pretty waterfalls by the mill behind the church.

The direct route from Eide to Ulvik across the mountains just described is about 12 Engl. M. in length, but by steamer the distance is nearly double (5 sea-miles). Some of the steamers go direct, while others call at Utne (p. 58) on the way; and it should be observed that they do not all touch at Ulvik. To the W. of the mouth of the Gravenfjord rises the *Oxen* (4120 ft.), a mountain which may be ascended from the S.E. side, and which commands a magnificent view of the *Sørfjord* and the lofty mountains to the E., the *Hardanger-Jøkul*, the *Vas-Fjæren*, etc. — The steamer skirts the *Oxen* and then enters the *Eidfjord*, the easternmost arm of the *Hardanger*. The banks are very rocky and abrupt, affording but scanty room for a few scattered houses at their base and in the valleys intersecting them. Passing the innermost bay of the *Eidfjord* on the right, we next enter the *Osefjord* to the N., with its imposing mountain-background (*Vas-Fjæren*, *Skaraffjeldet*, *Sotenuten*). This fjord also consists of two branches, divided by the low wooded ridge of *Osen*, that to the right (N.E.) retaining the same name, and that to the left (N.) being called the *Ulviksfjord* ('Ulv-Vik', wolf's creek). These bays are generally frozen over in winter. Ascending the *Ulviksfjord* we next stop at —

15 M. (96 Kil.) **Ulvik-Brakenæs** (*Vesterim's Hotel*, or house of the *Forbrugsforening*, at the pier, much frequented by summer residents, R. 1 kr., B. 1 kr., D. 1 kr. 60 ø.; *Sjur Brukenæs Hotel*, with baths, R. 1, D. 2, S. 1 kr.; *Manderup Hjaltnæs Hotel*, both near the fjord; \**Villemsen's*, on the hill, ¼ hr. from the pier, see above), beautifully situated, and one of the most picturesque spots on the *Hardanger Fjord*. *Brakenæs*, with its conspicuous church, beyond which there is a fine waterfall, is the principal cluster of houses on this creek, the hamlets and farms at the head of which are collectively known as *Ulvik*. A pleasant walk may be taken along the shore to (10 min.) another group of houses, with a pier, near the head of the fjord, where visitors also frequently take up their quarters for the summer. Farther on lies *Hagestad*, beyond which, on the N.E. bank, is *Lekve*, an ancient 'Kongsgaard', or royal domain, from which a path crosses the hill to the *Osefjord* in 1 hr. — An interesting excursion from Ulvik is the ascent of the **Vas-Fjæren** (5350 ft.), viâ *Lekve*; magnificent view from the summit (12-16 hrs. there and back; guide necessary). Less practised mountain-climbers should walk to the *Solsi-Sæter* on the evening before the ascent. — Pleasant walk of 1½ hr. to the N.W. to the (7 Kil.) *Espelandsvand*, a lake which is said to afford good trout-fishing.

FROM ULVIK TO OSE (11 Kil.; or all the way by boat  $2\frac{1}{2}$  naut. M.). The innermost creek of the *Osefjord*, which none of the steamers enter, is one of the most striking parts of the Hardanger Fjord, and should if possible be visited. The excursion there and back may be made in one day; or the night may be spent at Ose. One route is by boat to *Lekve*, on the N.E. bank of the Ulviksfjord, in 20 min., and thence by a path across the hill to the Osefjord in 1 hr., on which another boat is hired to (4 Kil.) *Ose*, a row of nearly an hour more; or a boat may be taken direct from Brakenæs to ( $2\frac{1}{2}$  naut. M. or 17 Kil.) *Ose*, a row of  $2\frac{1}{2}$  hrs. or more ('Niste', i. e. a supply of food, desirable). — On rounding the promontory by boat we observe to the E. a waterfall of the *Bagnaelv* and (more to the left) the curious *Døgerfos*, descending from the snow-clad *Onen* and the *Døgerdalsvand*. We now enter the upper part of the imposing Osefjord, the banks of which are almost uninhabited. On the right rise *Onen* and the *Baloneffeld*, and in the background tower *Vas-Fjæren* (left) and *Kros-Fjæren* and the *Nipahøg* (right), the mountains bounding the wild *Osedal* in which the fjord terminates. From *Ose* (tolerable quarters at the house of *Lars Ose*) travellers usually visit the (15 min.) '*Koldehuller*' ('cold holes', known as '*Windlöcher*' among the Alps), which are used as cellars, and where water freezes even in summer. Close to them is a marsh ('*Myr*'), which, according to the natives, never freezes, and is dry during rain and wet in dry weather. Beyond *Ose* the valley contracts to a wild and narrow ravine, bounded by the *Vas-Fjæren* and *Nipahøg*, through which a path (guide obtainable at *Ose*) leads to the *Osesæter* and thence between the *Oseskavl* and *Vosseskart* (right) and the *Gangdalskart* (left) to the *Gravahals* (3710 ft.) and to *Kaardal* in the *Flaamsdal* (a walk of 10-12 hrs.; comp. p. 108). — Another route, fatiguing and rarely frequented, leads from *Ose* across the *Hallingsskarven* (p. 83) by *Ulevassbotten* (tolerable quarters) to *Hol* in the upper *Hallingdal* in 2 days (comp. p. 84).

FROM ULVIK TO AURLAND (10-12 hrs.). The path, very precipitous and fatiguing at places, ascends viâ *Lekve* to the *Solsivand* and the *Sloudalsrand* (2560 ft.), at the end of which lies *Klevene*, the highest gaard in the *Rundal*, passes the base of the *Gravahals*, and descends to *Kaardal* in the *Flaamsdal* (comp. p. 108).

Leaving *Ulvik-Brakenæs*, beyond which the steamer does not proceed, we now return to the *Eidfjord*, rounding the promontory of *Banknæs*, which separates the Osefjord from the *Eidfjord*. A certain spot on the *Banknæs* is known as the *Bergfull*, from the fact that a huge mass of rock, 400 ft. high and about the same width, once fell from it into the deep water of the fjord at its base. To the S. rises the lofty *Bufjeld*, so named from the solitary *Guard Bu*, on which the sun never shines in winter. On the right, farther on, is *Erdalen*, with a saw-mill and a number of houses, where several old moraines and primeval beaches are distinguishable. Above it rises the *Erdalsnut*. On the opposite bank of the fjord is the *Hotlenut*, beyond which lies the *Simodal* (p. 62), with the snowy plateau of the *Hardanger Jökul* (p. 63) in the background. We next observe on the left the bare *Vindaxlen*. The scenery here is wild and grand, but is destitute of the softer characteristics of the Ulviksfjord. The next station, *Vik*, is 18 Kil. from *Ulvik*, but is not farther distant from *Stavanger* or *Bergen* than *Ulvik*.

15 M. (96 Kil.) *Vik i Øifjord* or *Eidfjord* (\**Inn* kept by the brothers *Næsheim*, who speak English; R.  $1\frac{1}{2}$ , B. 1, D. 2, S.  $1\frac{1}{4}$  kr.), situated in a bay on the S. side of the *Eidfjord* or *Øifjord*, is the

starting-point for the *Vøringsfos*, one of the finest waterfalls in Norway, and also for other excursions of great interest. The church of *Øifjord*, 10 min. from the pier, stands on a moraine (*Vor*), which is intersected by the river descending from the *Øifjordsvand*.

EXCURSION TO THE VØRINGSFOS, 8-10 hrs., there and back, including 2 hrs. spent in crossing the lake. Guide from Vik 3 kr. 20 ø., horse from Sæbø 3 kr. 20 ø. Good walkers may dispense with both. Complaints have been made of the condition of the boats and the harness. At Næsheim's Inn 80 ø. is charged for keeping the new route in good repair. Waterproof cloaks will be found useful at the waterfall.

We walk across the *Eid*, or neck of land between the fjord and the (30 min.) *Øifjordsvand* (54 ft. above the sea-level), a lake enclosed by huge, abrupt, and barren rocks, over which several waterfalls are precipitated, and which glisten like silver after a fall of rain. Here we obtain a boat (80 ø., settle beforehand; the boatman lives at *Gjellerø*, a little to the right, and is usually attracted by shouting) to take us to the upper end of the lake (4 Kil.; 1 hr.). On the right a path diverges to *Gaarden Kvam* (*Kvam*, rocky basin), whence the *Kvamfos* descends; and farther on we pass the *Borgafjeld*, where there is a fine echo. On the left is the *Øifjordsfjeld* with the *Trellefos*. At the end of the lake we reach a small fertile plain watered by the *Bygdarelv*, or *Hjælmoelv*, descending from the *Hjælmodal* on the S., and the *Bjøreia*, which descends from the *Maabødal*.

Our path ascends the *Maabødal*. Leaving *Gaarden Gaarutun* on the right, we soon reach the adjacent farms of *Sæbø*, *Møgeletun*, *Lilletun*, *Varberg*, and *Røise*, at all of which horses may be hired. From *Sæbø* the path, which cannot be mistaken, ascends the moraine, and then descends into the wild *Maabødal* on the left bank of the *Bjøreia*, which it afterwards crosses by means of a lofty bridge. In 1 hr. from *Sæbø* we reach *Gaarden Tveithougen*, beyond which the path ascends steeply, passing enormous blocks of rock and wild cataracts formed by the river here. In  $\frac{1}{2}$  hr. more we reach *Maabø*, a solitary house in the midst of a severe rocky landscape, where the river is lost to view.

The path constructed by the *Turistforening* now crosses the river and ascends its precipitous left bank to the small, dark-green *Maabøvand*, beyond which it continues to mount between walls of rock whence large fragments have been precipitated in all directions. A number of small waterfalls descend from these rocks, which seem almost to overhang the path. The vegetation is of an Alpine character. In 1 hr. from *Maabø* we reach the \*\**Vøringsfos*, the roar of which has long been audible (small *Inn*, opened in 1881, coffee, beer, cold meat; also 2 beds; moderate). The water is precipitated over the rocks at the head of the ravine in a perpendicular leap of 475 ft. into a basin enclosed by walls of rock on

three sides. Two ridges of rock divide the river, which comes from the right, into three falls, which however soon re-unite. A dense volume of spray constantly rises from the seething cauldron, forming a cloud above it. The scene is singularly impressive. The traveller should approach the fall as closely as possible in order more thoroughly to realise its sublimity. Beautiful rainbow-hues are often observed in the spray, especially of an afternoon.

Before the construction of the path to the foot of the fall it was possible to view it from above only. In order to do this the traveller may ascend by a footpath between the fall and Maabø; or he may return to Maabø and follow the bridle-path ascending the *Maabøgaldet* (*Gald*, 'rocky declivity') to *Gaarden Høl* (in 2 hrs.; rough accommodation; guide advisable for either route), situated on a dreary mountain-plateau, about 2200 ft. above the sea-level. The most conspicuous object on this lofty plain is the dense column of spray rising above the waterfall, which had long been observed by the natives of the district and led Prof. Hansteen to the discovery of the fall in 1821.

From Høl we may now, instead of retracing our steps, proceed to the S. across the plateau to the *Skiseter* and *Bærrastøl*, and descend into the imposing *Hjælmodal*, through which a good path descends to Gaaratun and Sæhøg (a walk of 7-8 hrs. in all). In this case the night must be spent at Høl. — Or, leaving Høl early in the morning, we may cross the river, ascend through the *Isdal*, with the *Isdalsvand*, descend a precipitous path, 3000 ft., to *Gaarden Thveit*, and through the *Simodal* (see below) to the fjord, a rough walk of 10-12 hrs. (in the reverse direction 13-14 hrs.; boat to Vik in 1 hr. more). A guide is necessary for all these expeditions, except the direct excursion to the fall and back.

EXCURSION TO THE SIMODAL. This picturesque expedition, which has recently become popular, takes 7-8 hrs. to the Rembesdalsfos and back (guide 3½ kr.), and 10-12 hrs. to the Fjeld-plateau, opposite the Skytjefos, and back (guide 5 kr.). — We row from Vik to (5 Kil.) the head of the fjord in 1 hr.; on our way thither we observe to the N. the lofty situated farm-house of *Skaard*, and, farther on, above the Simodal, the solitary *Gaard Getuasen*. To the N. from the head of the fjord runs the *Aas-Dal*, in which, a little beyond *Gaarden Aasen*, rises a curious isolated rock resembling a tower, nearly 400 ft. in height. The \**Simodal*, running from the head of the fjord towards the E., is an exceedingly wild, narrow, rocky ravine traversed by a new carriage-road, which leads to *Gaarden Mehus*, where the valley is so narrow that the towering rocks above may be seen through the *Ljor* ('smoke-hole'); and to *Thveit*, the highest of the three gaards, where tolerable quarters may be obtained. Near it are several *Koldehuller* ('ice-cavities') resembling those in the Osedal (p. 60). A rough foot-path, to which the attention of the 'Turistforening' has been directed, conducts us along the right bank of the foaming stream to the (5 Kil.) head of the valley, which terminates abruptly in a huge wall of rock, over which falls the imposing *Rembesdalsfos*. To the E. is seen the \**Skytjefos*, a fine waterfall 2000 ft. high, part of which is a perpendicular leap of 700 ft. — Travellers who desire to extend their excursion, may ascend to the *Rembesdalsvand*, a lake to the N.E., to which a glacier of the

*Hardanger Jøkul* (5565 ft.) descends. The most interesting point of view is a precipitous wall of rock opposite the *Skytjefos*, from which we command a view of the fall, and look sheer down into the valley beneath.

From *Vik i Øifjord*, *Kinservik*, *Ullensvang*, *Espen*, and *Skjæggedal*, rough and fatiguing mountain-paths, rarely trodden except by reindeer-stalkers, cross the wild and desolate *Hardanger Vidda* to the *Hallingdal* and to *Thelemarken* in 2-3 days. All the *Thelemarken* routes unite at the base of *Haarteigen* (5550 ft.), a mountain of truncated conical form (*Teig*, *Teigjen*, 'an allotment of land', 'a clearing'), where an excellent idea of the extremely bleak and dreary character of the Norwegian 'Høifjeld' scenery may be formed. On every side extends a lofty and sterile table-land, rarely relieved by mountain-summits, while the distant snow-mountains (*Gausta*, *Hardanger Jøkul*, and *Storfonn*) present a flat and shapeless appearance. Far and wide not a trace of human habitations, or even a valley suggestive of their existence, is to be seen. The angler, however, will be interested to hear that the numerous mountain-lakes teem with life (excellent 'Fjeldørreter' or mountain-trout), while the sportsman will often have an opportunity of shooting wildfowl, eagles, and reindeers, the last of which follow the migrations of the lemmings (see p. 153). The atmosphere on this mountain-plateau, 3000-4000 ft. above the sea-level, is exceedingly clear and bracing, but mists and storms are of frequent occurrence. — Travellers or sportsmen traversing this region must spend one or more nights in a *sæter*, in the hut of a reindeer-stalker (*Vejdemand*) or fisherman, or in a still more wretched *Fæteger* (p. 134), or shepherd's hut, no other shelter of any kind being procurable.

FROM VIK I ØIFJORD TO ODDE. The steamer skirts the S. bank of the *Eidfjord*, the highest summit of which is the *Skoddals-Fjæren*. Some of the steamers touch at *Ringøen*, on the E. bank, near the mouth of the fjord, a little beyond which we steer into the narrow arm of the *Hardanger* called the *Sørfjord* ('south fjord'), 6 M. (24 Engl. M.) in length, its entrance being formed by the *Tronæs* on the W. and the *Kirkenæs* on the E. side. The next station, about 4 M. from *Vik*, is —

12M. (75 Kil.) *Grimo* (\**Inn*), a pretty place on the W. bank, which is well cultivated here, and yields the morella and other cherries in abundance. A beautiful walk may be taken to the S. to (20 min.) the top of the *Haugsnæs*, and another to the N. to the (20 min.) *Tronæs*, which affords a view of the *Kinservik* (see below). The contrast between the wild and bleak mountains rising above the fjord and the fertile land at their bases is most striking on the *Sørfjord*, and is most apparent when observed from the banks themselves.

Opposite *Grimo*, immediately to the S. of the *Kirkenæs*, is the charming *Kinservik* (anciently *Kingsarvik*), to which the *Husdal* descends. The *Tveitafos* and the *Nyastølsfos*, two fine waterfalls in this valley, are worthy of a visit. As none of the steamers touch at the *Kinservik*, travellers intending to visit the place land at *Grimo* and row across the fjord. A carriage-road, enjoying a splendid view of the *Sørfjord*, leads from *Kinservik* church along the hill-side by *Krosnæs* to *Lofthus* (p. 64; on foot, 2½ hrs.). — On the same side of the fjord, about 8 Kil. from *Grimo*, is the next station —

13 M. (83 Kil.) *Lofthus*, or *Ullensvang* (\**Hans Helgesen Utne's Inn*, comfortable; several pensions), charmingly situated. To the N. is the house of the *Sorenskriver* (district-judge), and higher up is *Helleland* ('Hedleland') with a curious old *Røghus*, or house with a 'Ljor' (comp. p. 124). To the S. of the inn is a *Convalescent Home*, on the hill above which is *Oppedal*. — The name of the parish is *Ullensvang*, to the church of which a beautiful road leads through the valley of a river, which, 6 Kil. to the E., forms the waterfall of *Bjørnebykset* (bear's leap). To the S. is the *Skríkjosfos*, 500 ft. high. The interesting old *Church* is an early-Gothic building, destitute of a tower, with a handsome W. portal. At the E. end of the choir is a Gothic window; above it is represented the head of a bishop, and on the right is a weeping and on the left a laughing face. By the *Præstegaard* (parsonage) are several fine old limes and ash-trees. — On this part of the fjord mild W. winds usually prevail in winter, and the water never freezes: but farther to the S., at *Odde* and in the neighbourhood, cold E. winds are more frequent. — Near *Ullensvang* are several *Koldehuller* (p. 60), or cavities which are used by the natives as cellars.

On the opposite (W.) bank of the fjord are several large farms, the chief of which are *Jaustad*, *Vilure*, and *Aga*. The last-named still contains an old hall lighted from above. Above *Aga* rises the *Solnut*, beyond which is the *Thorsnut*. The glaciers of the *Folgefond* are visible at frequent intervals. — On this side of the fjord, a little farther S., is the picturesque *Vikebugt*, on which are situated the station of —

14 M. (90 Kil.) *Naae* and the farmhouses of *Bleie*, where immediately above the luxuriant fields and gardens are the overhanging glaciers of the *Folgefond*, from which several waterfalls are precipitated. — Path from *Bleie* over the mountains to *Jondal*, see p. 57.

On the E. bank, a little beyond *Ullensvang*, we next observe *Børve Naustad*, splendidly situated. (Rooms at the Landhandler's.) A fine view is obtained here of the glaciers above *Bleie* and of the whole of the *Sørfjord*. The numerous boat-houses (*Nest*) on the bank belong to the small farmers who live on the hill above. An excellent point of view is the pointed and prominent *Børvnut* (1 hr.). — The next places on the E. bank are *Gaarden Sandstø* and *Sexø*; *Hovland*, with a spinning-mill; *Kvalenæs*, a promontory with a gaard; and then, 1 M. from *Naae*, —

15 M. (96 Kil.) *Espen*, with several small farms charmingly situated on the hill.

On the W. bank, to the S. of *Naae* and *Bleie*, we next pass *Gaarden Lindvik* and a mountain torrent which disappears under a large mass of snow. Then *Maage*, situated on a thick deposit of detritus (*Ur*, *Urd*). The next places are *Kvitnaa*, at the entrance to an imposing valley, with glaciers in the background, and *Gaarden Digrenæs*, with several waterfalls near it. Between these

places, on a commanding hill, stands *Gaarden Aasø*, whence the *Folgefond* may easily be ascended. (Rowing-boat thither from Odde, 2 hrs.) — Beyond Digrenæs are *Gaarden Apald* and *Aaen*, with the waterfall of that name, also called the *Ednafos*; then *Eitrheim*, with the peninsula of *Eitnæs*, and *Tokheim* with its waterfall, commanded by the *Tokheimsnut*, on the S. side of which a path crosses the *Folgefond* to the *Maurangerfjord* (p. 56). — The background to the S. is formed by the *Ruklenut* on the right and the *Rosnaas* on the left.

On the E. bank, a little beyond Espen, is *Fresvik*, with its spacious and picturesque amphitheatre of wood, bordered with meadows and corn-fields. On the same bank, opposite Kvitnaa, are *Gaarden Skjølvik*, situated in another wooded bay, and *Gaarden Stana*, at a dizzy height above which is *Isberg*. Farther on is the *Tyssedalsnut*, below which lies the hamlet of *Tyssedal*, where the captain of the steamer will usually stop to allow passengers bound for the *Skjæggedalsfos* (see p. 68) to disembark. We next observe *Gaarden Freheim*, on the hill, beyond which we soon reach —

17 M. (109 Kil.) **Odde**. — \*HARDANGER HOTEL, kept by *Svend Tollefson*, well managed and pleasantly situated on the fjord, frequented by English travellers, R. 1, B. 1, S. 2 kr.; \*OLE PRÆSTEGAARD'S INN, near the pier, R. 1, D. 2 kr., B. 80 ø.; BAARD AGA, 200 paces from the pier, a little inland, good and cheap; KRISTENSEN'S HOT., frequented by Norwegians. — *Lars Olsen Bustetun*, *Asbjørn Lars Olsen*, and *Svend Tollefson* may be recommended as guides (all speak English).

*Odde*, situated at the S. end of the *Sørfjord*, forms excellent headquarters for excursions. The name ('tongue of land') applies properly to the large *Church* of the parish. The principal farms around the church are *Bustetun*, *Opheim*, and *Bergeflot*.

WALKS. (1). To ( $1\frac{1}{2}$  hr.) *Tokheim*, on the W. bank, commanding fine views of the fjord, especially from the inland road, ascending beyond *Tokheim*.

(2). To the \**Sandvenvand* (280 ft.), to the S. of Odde, there and back  $1\frac{1}{2}$ -2 hrs. (carriage-road). The route to it is by the high-road, ascending the *Eid*, an old moraine. At the top of the hill the *Aabøelv*, issuing from the *Sandvenvand*, forms a fine waterfall. On the right, rising above the lake, are the *Eidesnut* and *Jordalsnut*, between lies the *Jordal* (see below); to the N. the view embraces the whole of the *Sørfjord*, with the *Oren* (p. 59) in the extreme distance. By following the road for 20 min. more along the E. bank of the lake, passing under threatening walls of rock and over fields of 'Ur' (p. 64), we obtain a \*View of the entire *Buarbræ* and the *Folgefond*; farther to the left is the beautiful *Kjendals-Fos*, opposite which is the *Strandsfos*, descending from the *Svartenut* (with a bridge).

EXCURSIONS FROM ODDE. (1) To the BUARBÆ, a very interesting excursion of  $4\frac{1}{2}$ -5 hrs., there and back (guide unnecessary). We walk or drive to the (20 min.) *Sandvenvand* (see above) and ascend

to the right for 10 Min.; then row across the lake to the (15 min.) entrance to the *Jordal*, where the boat waits, and where we obtain a view of the huge ice-masses of the *Følgefond*. We then walk, crossing the first bridge, to (5 min.) *Gaarden Jordal*, and afterwards cross (20 min.) a second bridge, beyond which the path follows the left bank of the *Jordalselv*. Stony path. In 1 hr. more we pass *Gaarden Buar* (Hardanger beer and other refreshments) on the left, beyond which lies a small plain. From this point to the foot of the \**Buarbræ*, of which we are now in full view, 20 min. more. Travellers are particularly cautioned against attempting to enter the blue ice-grotto. By ascending the hill to the right we shall have an opportunity of observing traces of the steady advance of the glacier, which amounted to 260 ft. in 1870, and to no less than 12 ft. in one week in 1871. The foot of the glacier is 1000 ft. only above the level of the fjord, or 700 ft. above the *Sandvenvand*, and in its immediate proximity are barley-fields and well-grown trees. The glacier is divided into two arms, which afterwards unite, by the *Urbotten*, a ridge of rock, and consequently has an unusually large central moraine. The *Jordal* itself is an object of attraction on this excursion, being bounded by picturesque and precipitous rocks, and enlivened with an abundant growth of birches, elms, and other trees.

Good mountain-walkers may ascend on the right side of the glacier to the *Følgefond*, skirt the *Eidesnut* and the *Ruklenut*, and passing the *Tokheimsnut* descend to Tokheim and Odde, a very grand and interesting, but fatiguing expedition of 10-12 hrs. in all (guide 4-8 kr.).

(2). To the *LOTEFOS* (6-8 hrs., there and back). A carrieo or 'Stolkjærre', with seats for two persons, may be hired for the whole excursion. The traveller is advised not to waste time by changing horses at Hildal and should take some provisions.

The route is at first the same as that above described. At the S. end of the *Sandvenvand*, 10 Kil. from Odde, lies the farm of *Sandven*, near which are the slow station of *Hildal* (330 ft.) and the *Våfos* or *Hildalsfos*. The valley gradually contracts till it forms a *Djuv*, or narrow ravine, through which the brawling *Grønsdalselv* forces its passage. About 5 Kil. from Hildal we reach the \**Lotefos* and *Skarsfos*, the waters of which unite near the road. Opposite is the \**Espelandsfos*, descending in the form of a veil, and one of the most picturesque waterfalls in Norway. The best point of view is on the hill immediately above the road (ascent in 5 min.). — The traveller may now drive on for 20 min. more, alight, and walk to the (8 min.) gaards of *Skare*, where coffee may be got, but not much else. The traveller may view the Lotefos from above (hardly repaying) by ascending from Skare to the ( $1\frac{1}{2}$ - $\frac{3}{4}$  hr.) *Lotevand*, from which first the Skarsfos and then the Lotefos issues. Several mills have been established by the side of the fall. The lofty cloud of spray, through which the Espelandsfos is visible, has a very curious effect. — From Skare to *Thelemarken*, see pp. 31, 30.

If, as (may conveniently be done, this excursion be combined with a visit to the Buarbræ, the vehicles are left at the N. end of the *Sandvenvand* until the travellers return from the glacier.

(3). From Odde to GORSBOTN and GORSVINGANE (p. 31), one of the finest excursions from Odde, extending farther in the direction of Thelemarken than the above; there and back 10-12 hrs. We drive to *Seljestad* (p. 31) and change horses there for the drive to the top of Gorsvingane and back. Refreshments and beds can be obtained on this route only at Seljestad. — The traveller is not recommended to extend this excursion to *Røldal* (there and back  $1\frac{1}{2}$  day).

(4). From Odde across the \*FOLGEFOND to the MAURANGER FJORD (see p. 56), a fatiguing, but very interesting walk of 8-10 hrs. (guide 12-16 kr.; horses may be hired at Odde).

(5). From Odde to FJÆRE, on the *Aakre-Fjord*, the N.E. branch of the Stavanger-Fjord, see p. 52.

(6). From Odde to the SKJÆGGEDALSFOS, 10-12 hrs., there and back. As in the case of the excursion to the Vøringsfos, the scenery on the route is very picturesque, and is almost as great an attraction as the fall itself. About one half of the excursion is performed by water, the remainder on foot, riding being impracticable. The actual walking takes about 5 hrs. only, but the path, though improved by the Turistforening, is at some places still very rough and steep. Ladies, however, also make this excursion. A guide (4 kr.) and a supply of provisions had better be taken from Odde. We row from Odde along the wild E. bank of the Sørffjord, passing a group of rocks called '*Biskopen, Præsten, og Klokkeren*', and just beyond the mouth of the *Tyssaa*, which falls into the lake in a cascade framed with dark pines, we land at *Plads Tyssedal* (p. 64). The gaard of that name lies prettily on the hill, to the left. We now ascend through wood, enjoying beautiful retrospective views of the fjord and the Folgefond and its glaciers. The woods of the *Tyssedalsnut* (to the N.) and the *Thveitnut* (to the S.) still contain numerous bears, which, however, are very rarely seen in summer. After  $\frac{1}{4}$  hr. we pass a second fall of the beautiful clear green river, and in another  $\frac{1}{4}$  hr. a third. The path ascends steeply over '*Ur*' and roots of trees. In  $\frac{3}{4}$  hr. more we pass a small pasture on the left, where bilberries, the *Caluna vulgaris*, and other wild plants grow abundantly. We next reach ( $\frac{1}{4}$  hr.) a hay-hut, at the foot of the *Svelberg*, near which is a cavity in the rock used by the natives as a kind of kitchen. This is the highest point on the route, about 1800 ft. above the fjord. The path next descends the *Fladberg*, and in 1 hr. more reaches *Gaarden Skjæggedal* (about  $2\frac{1}{2}$  hrs. from Tyssedal; coffee, good trout, and a bed of hay if necessary). On the left the *Mogelifos* descends from the *Mogelinut*, and on the right is the *Vasendenfos*, the discharge of the *Ringedalsvand*. At the foot of the latter waterfall is the *Vetlevand* ('small lake'), which we cross by boat in a few minutes; and ascending thence

for 8 min. more across the *Eid*, or neck of land separating the two lakes, we reach the extremely picturesque and exquisitely clear *Ringedalsvand* (about 1500 ft. above the sea), with the huge *Einsøttsfjeld* rising towards the S. (A high wind sometimes prevails here, while the fjord below is quite calm, in which case the night must be spent at the gaard, or the excursion must be renounced altogether. A second rower is desirable, but not always procurable; fee 1 kr. 80 ø.) This magnificent mountain-lake is 8 Kil. in length, and the row to its upper end takes nearly  $1\frac{1}{2}$  hr.; about halfway we enjoy a fine retrospective view of the huge snow-mantle of the *Folgefond*. On the left, farther on, the picturesque *Tyssestreng* fall from a precipice upwards of 500 ft. high, uniting in one cascade about halfway down the face of the rock. On landing at the upper end of the lake, we ascend across 'Ur' to the (20 min.) foot of the \**Skjæggedalsfos* (530 ft.), which though perhaps less imposing than the *Vøringsfos* (p. 64) is much more picturesque. The water descends at first in veil-like streamers, which farther down unite into a single fall. In summer the volume of water is somewhat scanty, but when the snow is melting (*Flomid*) and after heavy rain the effect is very grand.

## 10. Bergen and Environs.

**Arrival.** The large sea-going steamers cast anchor in the harbour, whence passengers are conveyed ashore in small boats (20 ø. each person). The smaller vessels lay to at the *Holbergs Almenning*. Porter (*Bærer*) to the principal hotels,  $\frac{1}{2}$ -1 kr. — Travellers leaving Bergen by steamboat should, if possible, secure berths by going on board in person several hours or the day before the vessel starts. — The *Railway Station* (Pl. 1) is in the S. part of the town, near the *Lille Lungegaardsvand*.

**Hotels.** \**HOLDT'S HOTEL* (Pl. c), in the street called *Veiten*, about 20 min. from the steamboat-quay, R.  $1\frac{1}{2}$ -2, B.  $1\frac{1}{2}$ , D. 3 kr., L. and A. 1 kr. 20 ø.; baths in the house; HÔT. NORGE, in the *Torv*, the property of a company, opened in 1885 as a hotel of the first rank; SCANDINAVIE (Pl. b), in the *Plads* called *Klosteret*, 10 min. from the quay; \**NORDSTJERNEN* (Pl. d), *Raadstue-Plads*, near the Exchange, and 20 min. from the landing-place; HÔTEL BERGEN (Pl. a), *Strand-Gaden*, to the E. of the *Nykirke*, well spoken of, R. 2 kr.; these three are less pretending than *Holdt's* and the '*Norge*'. — BRITANNIA, CAMPBELL'S, both in the *Strand-Gaden*, to the E. of the *Nykirke*; SMITH'S, *Strand-Gaden*, to the W. of the *Nykirke*; all second-class. In summer the hotels are often full. — *Restaurants* at the hotels. — *Madsen*, confectioner, *Torv-Almenningen*.

**Carriages** to be had of *Høyer*, a '*Vognmand*' in the *Musæ-Gade*. Cab-stands at the Exchange and the steamboat-pier.

**Boats**, here called *Flet* (*Fletmand*, 'a boatman'), according to tariff (*Taxt*). Persons in want of a boat hail one by shouting '*Flet*', to which the boatman usually replies, '*Ja vel, Mosjø*'. A trip towards the N.W. is described as *udover*, towards the *Torv* at the head of the bay as *indover*, towards the N.E. side (*Fløifjeld*) as *opover*, and to the S.W. as *nedover*.

**Post Office** (Pl. 6), *Smastrand-Gaden*. **Telegraph Office** (Pl. 2), at the back of the Exchange (p. 73).

**Shops.** \**Hammer*, *Strand-Gaden*. Norwegian antiquities, modern silver ornaments, and pictures; *Brandt*, *Strand-Gaden*, furs; *Kahrs*, *Strand-Gaden*, fishing-tackle, travelling requisites, alpenstocks; *Michelsen*, *Strand-Gaden*, wood-carvings; *Giertsen*, *Nygaard*, and *Flor*, booksellers, all in the *Strand-*



1. Kongsøen
2. Båsen & Torgvold
3. Øvre Sjøen
4. Kjølsjøen
5. Øvre Sjøen
6. Fjell
7. Sandnes
8. Øvre Sjøen
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Kilometers

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English Miles

Blaa manden

Fløisfjeldet

Store

Lungegaards-  
vand

Svarlediket

Ulken



Gade; also *Th. Beyer* (stationery), *Strand-Gaden*, 2. *Vedeler*, *Torvet*, figures in Norwegian costumes. {Hair-dresser, *Andreas Pettersen*, *Olaf Kyrre's* *Gaden* 6. — *Spirits and Liqueurs* at the not very numerous shops belonging to the company (*Brøndeivins-Samlag*), which monopolises the trade in spirituous liquors. At some of the shops liquors are sold in bottles only, at others by the glass. The shopkeepers are the servants of the company, and derive no profit from the sale. After payment of a dividend of 5 per cent, the surplus profits are paid to the municipality. The 'permissive act' under which the company has bought up all the licenses to sell spirits, has been adopted by many other Norwegian towns and parishes, and is said to have produced most beneficial results.

**Banks.** *Norges Bank*, *Bergens Credit-Bank*, and *Privatbank*, all in the *Torv*.

**Baths.** Warm, in the *Sygehus* (Pl. 3) in Engen and at *Holdt's* (Pl. c). Sea-baths at the *Sølyst* (Pl. 8), by the fortress; for gentlemen 7-9 and 3-8 o'clock; for ladies 10-2 o'clock.

**Theatre**, in Engen (p. 74). — **Music** in the *Park* several times weekly, 12-1, also 8-10 p.m. (adm. 10 ø.); also near *Christie's Statue*.

**Consuls.** British, *Mr. H. D. Janson*, *Strand-Gaden*, S.W. side, a few doors S.E. from the *Smørs-Almenning*. American, *Mr. F. G. Gude*, *Smaastrand-Gaden*. German, *Hr. C. Mohr*.

**English Church Service** in summer in the '*Gamle Museum*' school-house, on the N. side of the *Lille Lungegaards-Vand*, near the *Park*, and 5 min. from *Holdt's Hotel*.

**Steamboats.** To *Stavanger* (R. 8), several times daily, direct and indirect; to the *Hardanger Fjord* (R. 9), five times weekly; to *Christiania*, six times weekly; to the *Sognefjord* (R. 14), five times weekly; to *Thronhjelm* (R. 19), four times a week, &c. Comp. the '*Erindringsliste*' in *Norges Communicationer*.

**Bergen** (N. lat. 60° 23'), one of the oldest and most picturesque towns in Norway, with 38,600 inhab., lies on a hilly peninsula and isthmus bounded on the N. by the *Vaag* and the *Byfjord*, on the S.E. by the *Lungegaards-Vand*, and on the S.W. by the *Puldefjord*. In the background rise four mountains, about 2000 ft. in height, *Blaamanden* (*Fløifjeldet*) to the N.E., *Ulriken* to the S.E., and *Løvtakken* and *Lyderhorn* to the S.W.; but the citizens, on the analogy of the seven hills of Rome, enumerate seven (*Sandviksfjeldet*, *Fløifjeldet*, *Ulriken*, *Løvtakken*, *Damsgaardsfjeldet*, *Lyderhorn*, and the *Askøfjeld* in the island of *Askø* to the N.W.). The armorial bearings of the town also contain seven hills (formerly seven balls). The climate is exceedingly mild and humid, somewhat resembling that of the W. coast of Scotland; the frosts of winter are usually slight and of short duration, the thermometer very rarely falling below 15-20° Fahr., and the average rainfall is 72 inches (in the *Nordfjord* about 78 in., at *Christiania* 20 in. only). The mean temperature of the whole year is 45° Fahr. (*Christiania*, 41°), and that of July 58° (*Christiania*, 62°). Owing to the mildness of the climate the vegetation in the neighbourhood is unusually rich; flowers are abundant, while grain and fruit in ordinary seasons ripen fairly well. Like most of the Norwegian towns and villages, however, Bergen and its smiling environs are closely hedged in by sterile, rocky mountains. The town is rapidly extending to the S.E., towards the *Lille* and *Store Lungegaards-Vand*, picturesque sheets of water, which, however, are apt to have

an unpleasant stagnant smell in warm weather, especially at low tide. They are both connected with the sea, and each is crossed by a bridge at its outlet, the mouth of the latter being called *Strømmen*. The older and more interesting part of the town, which still bears traces of its antiquity, lies on the S. and E. sides of the *Vuug*, a bay of the *Byfjord*, and the chief harbour of the town.

The part of the town situated to the S.E. of the harbour, having been burned down in 1855, has been rebuilt in a handsome modern style, but the other quarters (*Kvartaler*) consist of closely built wooden houses painted white. Many of the houses are roofed with red tiles, which present a picturesque appearance. The streets running parallel with the harbour are called 'Gader', the lanes and passages 'Smuger' or 'Smitter', and these are intersected at right angles by wide open spaces called 'Almenningen', designed chiefly to prevent the spreading of conflagrations. Notwithstanding this precaution, Bergen has been repeatedly destroyed by fire, as for example in 1702, the disaster of which year is described by *Peter Dass* (p. 232) in two pleasing poems ('Samlede Skrifter', i. 1874). It is from these open spaces only, and from the Tydskebygge, that a view of the harbour is obtained, the greater part of its banks being occupied by warehouses (*Søgaard*). A conduit now supplies the town with water from *Svartediket* (p. 76), affording much greater facilities for extinguishing fires than formerly existed.

The inhabitants of Bergen, like the *Horlændinger* and *Vossinger*, are more vivacious in temperament than those of other parts of Norway, and are noted for their sociability and light-heartedness. On holiday occasions their merry songs and lively chat testify to the buoyancy of their spirits, while at the same time they are a sober and frugal race. Waterproofs and umbrellas are quite as much in vogue here as in England, and they are certainly far more necessary. — Most of the better-educated inhabitants speak English or German, or both.

*Bergen* (from *Bjergvin*, 'pasture near the mountains') was founded by King Olaf Kyrre in 1070-75 on the site of the old royal residence of *Aalrekstad*, at the E. end of the present harbour, which at that period ran inland as far as the Cathedral. The town must soon have become an important place, as the greatest battles in the civil wars of the subsequent centuries were fought in its neighbourhood. In 1135 Magnus Sigurdsson was taken prisoner here and deprived of his sight by *Harald Gille*, who in his turn was slain by *Sigurd Stembe* the following year. In 1154 Harald's son *Sigurd Mund* was killed by the followers of his brother *Inge* on the quay of Bergen. In 1181 a naval battle took place near the Nordnæs between kings Magnus and Sverre; and in 1188 the *Kvnlunger* and *Øskjegger* were defeated by Sverre at the naval battle of *Florvaag* (near the Askø). Ten years later, during the so-called 'Bergen summer', the rival parties of the *Birkebeiner* and the *Bagler* fought against each other in the town and neighbourhood. In 1223 a national diet was held at Bergen, at which *Haakon Haakonson's* title to the crown was recognised (a scene dramatised in *Ibsen's Kongsemnerne*, Act. i.). During his reign Bergen was the largest and busiest town in Norway, and boasted

of no fewer than thirty churches and monasteries, and of many handsome buildings, of which but few traces now remain. For its subsequent commercial prosperity the town was indebted to the Hanseatic League, which established a factory here about the middle of the 15th century. From the *Comptoir* of the factory the German merchants were known as *Kontorske*, and the nickname of *Garper* (probably from *garpa*, 'to talk loudly'), was also applied to them. These settlers having obtained various privileges from the Danish government, gradually succeeded in monopolising the whole trade of northern and western Norway, and in excluding the English, Scottish, and Dutch traders, and even the Norwegians themselves, from all participation in their traffic. These foreign monopolists, however, after having wielded their authority with great oppressiveness for upwards of a century, were successfully opposed by *Christopher Valkendorf* in 1559, after which their power gradually declined. Their 'Comptoir' continued to exist for two centuries more, but at length in 1763 the last remnant of their property was sold to a native of Norway.

Down to the beginning of the 17th cent. Bergen was a much more important commercial place than Copenhagen, and even at the beginning of the 19th cent. it was more populous than Christiania. (At the present day Christiania carries on 32 per cent of the whole trade of Norway, while Bergen's proportion is 16 per cent only.)

Among the natives of Bergen who have attained celebrity may be mentioned *Ludwig Holberg*, the traveller, social reformer, and poet (d. 1754). *Johan Welhaven*, the poet (d. 1873), *J. C. Dahl*, the painter (d. 1857), and *Ole Bull*, the musician.

Fish has always been the staple commodity of Bergen, which is the greatest fish-mart in Norway. The Hanseatic merchants compelled all the northern fishermen and traders to send their fish to Bergen, and down to the present day the trade still flows mainly through its old channels. In May and June occurs the first *Nord-fur-Stævne* ('arrival of northern seafarers'), when the fishermen of the N. coasts arrive here with their deeply laden *Jægter*, vessels which still retain the shape of the ancient dragon-ships of the Vikings. Their cargoes consist chiefly of train-oil (manufactured from the liver of the cod or the torsk, and either 'blank', i. e. colourless, 'brun-blank', or 'brun') and roe (*Rogn*); and in July and August (the second 'Stævne'), they bring supplies of 'Klipfisk' and 'Rundfisk' (comp. p. 242). Bergen also possesses a considerable mercantile fleet, and the largest shipbuilding yards in Norway (as that of *Brunchorst & Deckes* on the Puddefjord; *Braadbanken*, by the Tydskebygge; *Marten Olsen* at Laxevaag; and a *Mekanisk Værksted* or engine-factory on the Solheimsvik).

**PUBLIC BUILDINGS.** The most interesting are the **Kongshall** and **\*Valkendorf's Taarn** near Bergenhus. (Permission to be obtained from the commandant; fee to the soldier who acts as a guide, 1/2-1 kr.). The historically interesting hall, erected in the 13th cent., and once a royal banquet-room, was long sadly neglected but has recently been restored. Valkendorf's Tower, also known as the *Rosenkrantz Tower*, originally built by Haakon Haakonsøn in the 13th cent., was enlarged by Rosenkrantz in 1565, and restored in 1848. The name includes two towers, of which the older is on the S. side. The interior, which contains several handsome chimney-pieces, is now used as an

*Arsenal* (interesting flags). The gallery at the top commands an excellent survey of the harbour and the town. The parapet bears the inscription: 'Patientia fertilis arbor'. — The adjoining fortress of **Bergenhus** contains the *House of Correction* ('*Slaveriet*'), to the N. of which is the ancient \**Sverresborg*, now converted into a pleasant promenade.

Off the fortress of Bergenhus a naval battle took place in 1665 between an English fleet of fourteen frigates, commanded by *Admiral Thomas Tiddeman*, and a Dutch mercantile fleet of sixty East Indiamen, under the command of *Admiral van Bitter*. The Dutch vessels had sought refuge under the guns of the fortress, the Danish commandant of which, *Gen. Coignon*, without special instructions, took the part of the Hollanders. The English vessels were ranged in a semicircle extending from Bergenhus to Nordnæs, while the Dutch lay between Braadbænken and the Nykirke. After a contest of three hours, during which several cannonballs (now gilded) struck Valkendorf's Tower, the Cathedral, and the Stadport, the united Dutch and Danish arms were victorious, and the British fleet was compelled to retreat with a loss of 600 killed and wounded.

On the hill on the opposite side of the harbour rises *Fort Frederiksberg*, now a *Brandvagt* or fire-station, adjoining which is the *Observatory*. On this hill there are also several excellent points of view, one of the finest being the neighbouring *Forskjennelse*, between the *Nykirke-Almenning* and the *Holbergs-Almenning*. The latter 'Plads' derives its name from Ludvig Holberg, the poet (p. lxxv), who was born in a house here (now demolished) in 1684.

**CHURCHES.** Bergen is said to have once boasted of no fewer than 32 churches, the largest of which were the *Christkirke*, in which Haakon Haakonson (1264) and other Norwegian kings are interred, the *Apostelkirke*, an imitation of the Sainte Chapelle at Paris, *St. Olaf's*, *St. Nicholas's*, and *St. Columbus's*. It also possessed several monasteries, including that of *Munkliv* on the Nordnæs, the foundations of which were recently discovered in the Plads called *Klosteret*, but are not now visible. None of these buildings, however, now exist, and there are four or five churches only worthy of notice. The **St. Mariæ Kirke**, or *Tydske Kirke*, to the E. of Bergenhus, built in the 12th cent. and extended in the 13th, has a Romanesque nave, a Gothic choir, and two modern towers, and contains an interesting pulpit and altar. For a long period the services in this church were conducted in German exclusively, afterwards in German and Danish alternately, and now in Danish alone. Several of the interesting *Tombstones* bear German names, some of which date from the first half of the present century. When the Kuvlung were dispersed by King Sverre in 1188, *Jon Kuvlung*, their chief, was slain, and his remains were buried in this church. In 1206 the Birkebeiner (*Haakon Jarl* and *Peter Steyger*) signally defeated the Bagler (*Philip Jarl* and *Erling Steinway*) on the ground between this church and that of St. Lawrence, a little to the N., and a number of the latter were also interred here.

The **Cathedral**, or *St. Olaf i Vaagsbunden* ('at the head of the creek'), originally a monastery-church, erected in 1248, was rebuilt in 1537 and restored in 1870. The interior, consisting of a nave with a single S. aisle, contains nothing worthy of notice. The Gothic windows and the portal in the lower story of the tower are interesting. The font consists of a basin inserted in a laurel-wreath borne by an angel suspended from the ceiling. — Near the Cathedral are the *Kathedral-Skole*, or *Latin-Skole*, the *Søfurendes-Fattighus* (sailors' hospital), and the *Spetal*, or *St. Jørgen's Hospital*, for the reception of 'Spedalske' or lepers.

The *Korskirke*, or *Church of the Cross*, in the *Holløndergade*, where *Nils Klim*, famous by Holberg's 'Subterranean Journey' (p. lxxv), was once sacristan, is uninteresting. — In the neighbourhood are the streets of the *Skomagere*, *Skinners*, *Bagere*, *Guldsmede*, and *Barberer*, deriving their names from the 'fif Amten' or five handicrafts of the German artizans once settled here. The great fire of 1855 extended to this point. — The *Nykirke* on the *Nordnæs* is a plain edifice, but the Roman Catholic *St. Paulskirke* (Pl. 4) deserves notice.

At the head (S.E. end) of the harbour, lies the *Torv*, or Market Place, adjoined on the N. by the *Vitterslevs-Almenning*, and on the S. by the *Torve-Almenning*. In the former is situated the new *Covered Market*, usually known as the *Basar*, a handsome edifice in brick and stone, completed in 1877. From this point a winding road ascends to the spurs of the *Fløisfjeld*, or we may proceed to the left through the *Øvre Gade* to the *Mariækirke*. In the opposite direction is the *Torve-Almenning*, ascending to the S., and containing the handsomest modern buildings in the city, including the *Exchange* (Pl. 2), the principal banks, and some of the best shops. At the top of the hill rises the *Statue of Christie*, the president of the first Norwegian Storting, which concluded the convention with Sweden in 1814 (comp. p. 115). The statue is by *Borch*. The right hand holds a scroll bearing the words, 'Norge Riges Grundlov' ('fundamental law of the Kingdom of Norway'). At the S. end of the *Plads* is the *Town Library*. — From the *Torv*, at the head of the harbour, projects a pier called *Triangelen* from its shape, at which the fishermen of the neighbourhood, called *Striler*, and said to be of Scottish origin, usually land their fish. The *\*Fish Market* held here is very interesting, especially on Wednesdays and Saturdays, from 8 to 10 o'clock.

To the N. of the *Torv*, on the N.W. side of the harbour, extends *\*Tydskebyggen*, or the *German Quay*, bordered with a long series of warehouses, painted white, with large windows. In front of each rises a wooden *Vippebom*, or crane of simple and primitive construction, used in unloading the fish brought to Bergen by the Northmen's smacks. The *Tydskebygge*, the ancient Hanseatic quarter, assumed its present form after the fire of 1702. Here

resided the clerks of the Hanseatic merchants of Bremen, Lübeck, and other towns belonging to the League. Owing probably to the jealousy subsisting between the rival nations, these clerks were forbidden to marry. There were sixteen different gaards, named as follows (reckoned from the Torv): *Finnegaarden*, *Dramshusen*, *Bratten*, *Leppen*, *Rævelsgaarden*, *Solegaarden*, *Kappen*, *Kjældereren* (which contained the old Exchange), and the *Holmedals*, *Jacobs*, *Svends*, *Enhørnings*, *Breds*, *Bue*, *Engel*, *Søster*, and *Guldsho Gaarde*. Each gaard was subdivided into *Stuer*, or suites of apartments, belonging to different proprietors, who met on certain occasions in their *Skyttningsstue*, or council-room. A chamber of this kind is still preserved in the Dramshus. In the *Klever*, or small rooms on the second or third floor, were lodged the servants of the establishment. *Ingvar Nielsen*, in his history of Bergen (Christiania, 1877), points out that the Skyttningsstue and the whole arrangement of these gaards are of genuine old Norwegian origin, and were not imported from Germany. Each gaard was presided over by a *Bygherre*, and each merchant had a clerk and one or more servants (*Byløber*) resident here.

Mr. J. W. Olsen's *Hanseatic Museum* in the Finnegaard gives an excellent representation of the manner in which the Gaards were fitted up and contains also a collection of articles belonging to the old Hanseatic merchants, including furniture, weapons, and fire-extinguishing apparatus, mostly dating from the latest Hanseatic period. On the GROUND-FLOOR were the warehouses; on the FIRST FLOOR is an outer room leading to the '*Staven*', or office of the manager, with his eating and sleeping apartment behind; and on the SECOND FLOOR are the '*Klæven*', or sleeping apartments of the clerks and servants. — As the use of fire or light in the main building was forbidden, a common room (*Skjotstuen*) for the use of all the inmates of each Gaard, was erected at some little distance behind it, near the vegetable gardens. The remains of only a few of these are now extant; but one has lately been restored in the Dramshus.

On the peninsula of **Nordnæs**, extending from the Torve-Almenning to the N.W., lies the greater part of the town, the principal streets in which are the long and busy *Strand-Gade* and *Markevei*. In the *Muralmenning* is an old building called *Muren* ('the wall'), with a passage through it. One of the finest views in Bergen is obtained from the Frederiksberg (p. 72), the highest part of the Nordnæs. At the S.E. end of the Nordnæs, and a little to the W. of the Torve-Almenning, lies *Engen* (formerly *Jonsvold*), the largest 'Plads' in the town, where the *Theatre* (W. angle) and the *Picture Gallery* of the Kunstforening (near the E. corner) are situated. The latter chiefly contains modern works, including a number by *Tidemand*, *Bodom*, and *Eckersberg*. Among the older pictures are: Mary, Princess of England, by *Van Dyck*; an Entombment, by *T. Mengs*; and the Rügianer seeking to purchase their liberty from the Holsteiners, a drawing by *Carstens* (1779).

The *Museum*, a handsome building completed in 1865, on the *Sydnæshoug*, a hill rising to the S. of Engen, contains several valuable collections. It is reached either by following *Olaf*

*Kyrre's Gaden*, which passes on the left the large and handsome building of the *Arbeider-Forening* (artizans' club), and then turning to the left into *Christie's Gaden*; or by the latter street, which passes the *Lille Lungegårds-Vand*, the *Railway Station* (Pl. 1), and the tastefully built Roman Catholic church (p. 72) on the left. The Museum is open to the public on Mondays, Wednesdays, and Fridays, 11-1 o'clock; on Sundays 11.30 to 1.30 and (in summer) 4-6; at other times admission 25 ø. each person. On the ground-floor is the *Library* (Tues., Thurs., Sat., 11-1).

In the entrance-hall, to the right, are two carved wooden Church-portals from Sognedal, probably 16th cent., and several Runic monuments. The *Antiquarian Collection* (good catalogue by *Lorange*, 50 ø), on the ground-floor, consists chiefly of tankards, and carved cabinets, wardrobes, and beds, including a handsome bedstead of the 17th cent., probably of Dutch workmanship, and a curious writing-desk of the same period. — The *Ethnographical Collection* comprises china, drinking-horns, guns, early frescoes, well-preserved ecclesiastical vessels, fonts in soapstone, and a fine altar-piece in carved oak with wings, probably Cologne workmanship of the beginning of the 16th cent.; also implements of the flint and early iron periods.

The *Natural History Collection* (first floor; catalogue 25 ø.) comprises an interesting and very complete set of specimens of Norwegian fish and marine animals (several fine seals and walruses, curious sun-fish, etc.), all of which are labelled with the Norwegian and the Latin names.

The prettily laid out grounds behind the Museum command fine views, and are provided with benches.

**WALKS.** One of the most interesting walks in the immediate vicinity of the town is afforded by the \**Fjeldvei*, a new road running along the side of the *Fløifjeld*, to the N.E. of the town, and commanding an extensive view of the town and environs. We may ascend to it either from the N. of the town, near *Fredens Bolig*, or from the *Vitterlevs-Almenning*, passing the *Brandvagt*. Near the *Brandvagt* is a lime-tree out of which grows a mountain-ash. The *Fjeldvei* is to be prolonged to *Svartediket* (p. 76). — A more extensive view is gained from the iron vane, or *Fløien*, at the top of the hill (820 ft.), to which it has given its name.

Another interesting walk may be taken to the N. of the *Mariækirke*, passing to the E. of the *Sverresborg*, to *Skudeviken*, and along the coast to *Sandviken*, with the *Storemølle*. We may return thence by ascending the bank of the *Mulelv*, which issues from the *Skrædderdal*, as far as *Smaamøllen*, and crossing the hill by a road which passes the *Rothoug*. A number of pleasant villas are passed, and a fine view obtained of the *Skjærgaard* ('belt of islands', of which the *Askø* is the most important) and of the mountains to the S. of Bergen.

A very favourite walk is from the Cathedral by *Kong Oscar's Gaden*, past the pretty *Cemetery of St. Jacob*, which contains a monument to *Christie*, to the *Stadsport* (Pl. 9), where the municipal archives are preserved. To the right, farther on, is the finely situated *Cemetery*, whence we obtain a beautiful view of *Ulriken*, *Lørstikken*, and other hills rising beyond the *Store Lungegårds-*

Vand. To the left, at the base of the Fløifjeld, amid rich vegetation, are a number of pleasant villas. We next observe the public promenade called *Forskjønnelsen* (Pl. 12), and on the right the *Pleiestiftelse* for lepers and *Lungegaards Hospital*. About 10 min. walk from the Stadspost is *Kalfaret* ('Calvary'; connected with which there was formerly a 'Jerusalem' and a 'Nobiskrug'). The road in a straight direction leads to *Fløen* and *Møllendal*. That ascending to the left leads into the *Kulvedal* (refreshments). Farther on, about  $1\frac{1}{2}$  Engl. M. from the gate, is *\*Svartediket*, formerly called *Aalrekstadvund*, a lake enclosed by barren rocks, whence Bergen is supplied with water. The *Ulriken* is a very conspicuous object from this point. The scene here is so bleak that it is difficult to believe that we are almost within a stone's throw of rich vegetation.

We may now cross the outlet of the lake, proceed to the right to *Møllen*, and descend by a beautiful shady road to the *Store Lungegaards-Vand* (formerly *Aalrekstadsvaag*), whence a road leads back to *Kalfaret*, while another leads to the S. round this picturesque sheet of water to the *Nyggaardsbro*, the bridge crossing the *Store Strøm*. This 'stream' connects the Lungegaards-Vand with the *Solheimsvik* (and the *Puddeffjord*), and the tide which flows in and out serves as a motive power for several mills, which are thus always kept going except at high and at low water. A pleasant avenue called the *Nyggaards-Allee* (planted in 1750) leads from the Nyggaardsbro past the Museum into the town.

A short excursion may be taken from *Nøstet*, to the W. of Engen, by a small steamer which starts from the landing-place here every  $\frac{1}{4}$  hr., across the *Puddeffjord* to *Laxevaag*, with its large shipbuilding-yards and dry docks. We then walk to the pretty *Gravdal* at the foot of the *Lyderhorn* (1350 ft.), which may easily be ascended from this point, or to the E. along the bank of the fjord, passing pleasant villas, to *Solheimsviken*, with its extensive *Mekanisk Værksted*, and to the *Nyggaardsbro* (see above).

Excursions to *Fjøsanger* and the estate of *Fantoft* see below.

A pleasant trip may be taken in the small steamer which plies on the two *Lungegaard Lakes* (every  $\frac{1}{4}$  hr.). A visit may also be paid by steamboat to *Askøen*, the large island in the Skjærgaard to the N.W. of Bergen (1 hr.); the *Udsigt (Dyrteigen)*,  $\frac{1}{2}$  hr.) here commands a splendid panorama of the sea and coast.

## 11. From Bergen to Vossevangen and on to Eide on the Hardangerfjord or to Gudvangen on the Sognefjord.

The RAILWAY ('*Vossebane*') from *Bergen* to *Vossevangen* (108 Kil. or 66 Engl. M., in 4 hrs. 25 min.; fares 7 kr. 70, 3 kr. 85 ø.), opened in 1882, has greatly facilitated access to the inner ramifications of the Hardangerfjord and the Sognefjord. — From *Vossevangen* to *Eide*, 30 Kil. (19 $\frac{1}{2}$  Engl. M.), road with 'fast' stations. — From *Vossevangen* to *Gudvangen*, 41 Kil. (28 Engl. M.), also with 'fast' stations. — *Diligence*, see p. 78.

*Bergen*, see R. 10. — The railway (station, see p. 68; best views to the left) passes through a short tunnel immediately after leaving Bergen, crosses the *Store Strøm* and runs towards the S., skirting the base of the *Ulriken*, which here rises to the left. — 6 Kil. *Fjøsanger*, with pretty villas, on the *Nordausvand*, adorned with its verdant islets. Near the station is the beautiful estate

of *Fantoft*, belonging to Mr. Gade, the American Consul. Visitors are freely admitted to the grounds, where an old 'Stavekirke' (p. 22) has been re-erected.

The railway then gradually ascends to (10 Kil.) *Nestun* or *Nedstun*, near *Midtunbro*, which possesses some marble-quarries. The station commands a splendid view over the surrounding country.

The train now turns suddenly to the N.E., crosses the *Nestun-Elv* several times and enters the *Langedal*, passing through five tunnels and skirting the W. bank of the *Grimen-Vand* and the *Haukelands-Vand*. 19 Kil. *Haukelund-Lone*, at the N. end of the latter lake, on the banks of which there are several gaards. 26 Kil. *Arne*, with a church, at the S. end of the *Arnefjord*, a narrow branch of the *Sørefjord*.

30 Kil. *Garnæs* (69 ft.), on the *Sørefjord*, opposite *Hausviken*. The train now descends along the S. bank of the lake. The construction of the railway here is of considerable interest; no fewer than ten short tunnels are traversed before the next station. The N. bank of the fjord is formed by the island of *Osterø*.

41 Kil. (2½ Engl. M.) *Trengereid*. The train passes through three more tunnels and runs to the N. along the E. bank of the *Osterfjord*, affording a view of the *Osterø* and the church of *Brudvik*. On the pretty *Ulfsnæs-Ø* a new boarding-school has been built. Piercing several tunnels, the train crosses the *Vaxdal-Elv* and reaches (52 Kil.) *Vaxdal*, with a large mill. Then, after six tunnels, (60 Kil.) *Stanghelle*, where the train crosses the *Stanghellestrøm*, descending to the *Osterfjord* from the *Dalevaagen*. Tunnel. Between (68 Kil.) *Dale* (short branch to the *Dale Fabriker*) and the next station nine tunnels are passed. The train now reaches the S. bank of the *Bolstadsfjord*, an arm of the *Osterfjord*.

78 Kil. *Bolstad (Inn)*, at the E. end of the fjord of that name, almost entirely enclosed by rocky hills, is visited several times weekly by the Bergen steamers. The train passes through seven tunnels, ascends the left bank of the *Vosseelv*, which here forms several rapids, and then skirts the S. bank of the *Evangervand*.

89 Kil. *Evanger*, at the head of the lake of that name. The village, with the church and inn, lies opposite the station, on the N. bank of the *Vosseelv*, which here enters the *Evangervand*. To the S. towers the *Myklethveiten* (3753 ft.), which may be ascended from *Evanger* in 2-3 hrs. and commands an extensive view of the *Hardanger*. — Further on the train follows the left bank of the *Vosseelv*, which expands at places till it looks more like a lake than a river. Crossing the river it runs past (100 Kil.) *Bulken*, and along the N. bank of the picturesque *Vangsvand* (120 ft.), to (108 Kil., 65 Engl. M.) *Voss* or —

**Vossevangen.** — *Hotels.* \**Fleischer's Hotel and Station*, near the station and lake, comfortable, R. 1 kr. 20 ø., D. 2 kr.; \**Vossevangen Hotel*, kept by *Dykesten*, in the village, unpretending (good cuisinc).

**Carriages.** It is usual to engage carriages here (at the skyds charge of 17 ø. per Kil.) for the whole route to Eide or Gudvangen, as much time is otherwise lost in changing horses.

**Diligence to Eide** daily, in 3 hrs., starting generally at 3 p.m. (fare 4½ kr.); in the reverse direction in 3½ hrs., leaving Eide at 8.30 a.m. (fare 4 kr. 95 ø.). — To *Gudvangen*, every week-day except Thursday, in 6 hrs., starting at 3 p.m. (fare 7 kr.).

*Vossevangen* is charmingly situated at the E. end of the Vangsvand, and is admirably suited for a prolonged stay. It commands a view to the S. of the lofty and imposing *Graasiden* (4250 ft.). The stone *Church*, dating from the 13th cent., contains an ancient altar-piece, several memorial tablets of the 17th and 18th cent., a candelabrum of 1733, and a Bible of 1589. (The 'Klokker', or sacristan, lives in the house to the N.W.) L. Holberg, the Danish poet, was tutor at the parsonage in 1702. The admirably cultivated environs of Vossevangen may be termed the kitchen-garden of Bergen. Large farms lie on every side, exhibiting an area of tilled land very unusual in Norway.

FROM VOSSEVANGEN TO EIDE (30 Kil. : fast stations; carriage 17 ø. per Kil.). The road leads to the S.E., at first skirting the *Vosseelv*, and then gradually ascending to its highest point (858 ft.). The country is pretty and well cultivated, but somewhat monotonous. The silver fir is seen here at intervals. The road then descends gradually and crosses the boundary of the *Hardanger* ('Harang') district. A number of marshy ponds impart a dark brown colour to the water of the *Skjerveselv*, which flows southwards. The upper part of the valley terminates suddenly (as at Stalheim, p. 79), and the road descends in zigzags into the profound and picturesque valley known as \**Skjervet*, flanked with imposing rocks. On the left the *Skjervefos* is precipitated in the form of a veil over the black slate rock. The vegetation becomes richer as we descend, the lime and the ash occurring frequently here. Farther on we pass a number of old moraines. On the left is the *Skorvefos*.

22 Kil. *Seim i Graven*, or *Øvre Vasenden* (tolerable station; another inn a little farther on), is prettily situated on the *Gravensvand*, the E. bank of which is skirted by the road. Opposite rises the lofty *Næsheimshorgen*. From *Gravens-Kirke*, about half-way between Vasenden and Eide, a very steep and hilly road crosses the mountain to (17 Kil.; pay for 29) *Ulvik* (p. 59), a beautiful walk or ride of 4½ hrs., but hardly suitable for driving. We next pass *Nedre Vasenden*, at the lower end of the *Gravensvand*, pass through a rocky defile, and soon reach —

8 Kil. *Eide* (see p. 58).

FROM VOSSEVANGEN TO GUDVANGEN, 46 Kil., a drive of about 6 hrs. (carriage 17 ø. per Kil.; fast stations, see p. 76). The road threads a picturesque ravine, ascends the *Vossestrands-Elv*, and skirts the E. banks of the *Lundarvand* and *Lønevand*, from which

that river issues. Fertile, wooded district. To the left towers the precipitous *Lønehorgen* (4570 ft.), to the right the horn-shaped *Hondalsnut* (4990 ft.), each of which may be ascended from Vossevangen in 5-6 hrs. (almost the whole way on horseback). 12 Kil. (pay for 15) *Tvinde i Voss* (226 ft.), a poor station. To the left is the beautiful *Tvindefos*. The road now becomes steeper, and crosses the river twice. The valley is shut in by lofty wooded cliffs. About  $\frac{1}{2}$  hr. before Vinje the Vossestrands-Elv receives the *Mørkadalselv*, along which a well-trodden path leads to Aarmot and Vik (10-12 hrs.; p. 113).

10 Kil. (pay for 14) *Vinje i Vossestranden* (960 ft.), tolerable station, situated in the midst of pleasant scenery. The road now runs to the E. to the *Opheimsvand* (970 ft.), which contains abundance of fish, and passes the *Opheims-Kirke*, picturesquely situated on the bank of this lake (the landhandler Sjur's Inn is recommended for a short stay). The ring of lofty mountains here, consisting mainly of light grey felspath, produces a curious effect. To the S. rises the *Malmagrønsnaure* (3600 ft.), to the E. the *Auxlen* and *Kaldafjeld*.

We now cross the watershed between the Bolstadsfjord and the Sognefjord, and reach the *Nærøds-Elv*, which flows into the latter, not far from the former station *Stalheim i Vossestranden*, near the top of the magnificent *Stalheimsklev* (1120 ft.; new Hotel), a precipitous slope which the road descends in windings to the *Nærødal* (275 ft.), commanding a magnificent view (see p. 109).

23 Kil. (pay for 32) *Gudvangen*, see p. 109.

## 12. From Christiania through the Hallingdal to Lærdalsøren on the Sognefjord.

The chief land-routes from Christiania to Bergen are three in number. One of these, via Kongsberg, or via Skien, and Odde on the Hardanger Fjord, has already been described. The two others lead through the Hallingdal and Valdres respectively to Lærdalsøren on the Sognefjord. The route via Odde, although exceedingly attractive, is comparatively rarely selected, as one of the stages has still to be performed on horseback or on foot. By either of the two others the traveller is conveyed the whole way to Bergen by train, steamer, and carriage. By the Hallingdal route it is possible to perform the whole journey to Bergen in 5-6 days, but for any of the other routes 6-7 days at least are required.

The Hallingdal route to Lærdalsøren takes 4 days. The grandeur of the scenery between Christiania and the Sognefjord increases as the traveller proceeds from E. to W., so that either the route through the Hallingdal or that through the Valdres (R. 13) should be selected in going to Bergen, while the return-journey may be made either by way of the Romsdal (R. 15), or by Throndhjem and the railway (R. 26), or by sea round the S. coast.

350 Kil. (217 Engl. M.). RAILWAY to (122 Kil.) *Krøderen*, express in  $4\frac{3}{4}$  hrs. (fares 6 kr. 55, 4 kr. 15 ø.), ordinary train in  $5\frac{1}{4}$  hrs. (fares 6 kr., 3 kr. 75 ø.). STEAMER thence to (38 Kil.) *Gulsvik* twice daily in  $2\frac{1}{2}$ -3 hrs. (fare 2 kr. 60 ø.). Thence by a good, but at places very hilly ROAD to (190 Kil.) *Lærdalsøren*, in 2-3 days. The pleasantest way of dividing the journey is as follows: (1st Day) From Christiania to *Gulsvik*. (2nd) From

Gulsvik to *Rolfshus*. (3rd) From *Rolfshus* to *Breistølen* or *Ilav*. (4th) Thence to *Lærdalsøren*. Or the first night may be spent at *Næs*, the second at *Bjæberg*, and the third at *Lærdalsøren*. If, however, the traveller is much pressed for time, it is possible, by travelling 14-18 hrs. a day, to reach *Lærdalsøren* in 2 days (spending the night at *Rolfshus*). As almost all the stations on this and the following route are either comfortable or at least very tolerable, the traveller may divide the journey as best suits his convenience. The stations to be avoided as affording little or no accommodation are *Avestrød*, *Bortnæs*, and *Kleven*. The charge for a horse and carriage is 17 ø. per Kil. at all the stations on this route. Adding to this the usual gratuity of 15 ø. per 10 Kil., the total cost of horses and carriages from Gulsvik to Lærdal is about 38 kr. for each person. For a carriage with a hood, and a pair of horses ('Caleschvogn'), for two persons, 100 kr. is the usual fare, to which must be added a gratuity of 5-6 kr.

The most direct route from Christiania to the Sognefjord is through the Hallingdal, and the new Bergen and Vossevangen railway is to be continued through this valley; but the scenery is inferior to that on the Valdres route. The lower part of the Hallingdal is somewhat monotonous in character, while the greater part of the Hemsedal is very bleak and dreary. From the upper ramifications of the Hallingdal diverge several wild mountain-passes to the Sognefjord and Hardanger Fjord, but the traveller who crosses them must be prepared for privations. The name of Hallingdal is applied not merely to the valley itself, but to all the numerous lateral valleys from which streams descend to the *Hallingdalselv*, that is, to the entire district which is bounded on the N. and E. by Valdres, on the S. by the Numedal, and on the W. by the Hardanger region.

Owing to the long isolation of this district, and especially of its side valleys, from the rest of the world, many of its old Norwegian characteristics have survived; and the traveller will often meet with curious old buildings, carved wooden tankards and furniture, and picturesque costumes. The people are remarkable for the tenacity with which they adhere to their ancient customs and numerous traditions, many of which may here be traced to their historical origin. Of this district it has been said that 'the knife lies loosely in its sheath', and the inhabitants unfortunately still sometimes betray the irascible and passionate disposition which used to find vent in the 'girdle duel', where the combatants ('*Bællespender*') were bound together with their belts and fought with their knives (p. 337). As an outcome of this excitable temperament may be mentioned the wild *Hallingdancers* or *Springdancers*, accompanied by a weird kind of music ('*Faniltullen*') which has been ascribed to satanic influence. — In connection with this subject the reader is referred to the following works: '*Norsk Lyrik*', Christiania, 1874, containing 'Asgaardsrejen', a poem by *Welhaven*, and '*Faniltullen*', another by *Moe*; '*Søgnir fra Hallingdal*' by *E. Nielsen*; and '*Norske Bygdesagn*' by *L. Daae*.

Railway from Christiania to (96 Kil.) *Vikersund*, see R. 2. A branch-line (carriages changed) leads hence to (12 Kil.) *Snarum* and (26 Kil.) **Krøderen** (*Restaurant*; \**Inn*, opposite the station, clean and comfortable), prettily situated at the S. end of **Lake Krøderen** (430 ft.), and near the efflux of the *Snarumselv*, which falls into the *Drammenselv* near Aamot. The steamboat-pier is 10 min. walk from the station and inn. The lower part of the lake is narrow and shallow, and its banks are smiling and tolerably well cultivated; but it afterwards expands, and the scenery assumes a more mountainous character, especially beyond *Næs*, where the imposing *Norefjeld* rises on the left, nearly 5000 ft. above the lake. Seen from *Krogkleven* (p. 14), this mountain forms a conspicuous object in the N.W. horizon. The district traversed between Drammen and this point is that of *Buskerud*, and shortly before reaching

Gulsvik we enter the *Fogderi Hallingdal*. From  $2\frac{1}{2}$  to  $3\frac{1}{2}$  hrs. after leaving Krøderen the steamer reaches —

**Gulsvik** (159 Kil. from Christiania). The skyds-station (good quarters) is about  $\frac{3}{4}$  Engl. M. from the lake, and prettily situated 50 ft. above it. In the neighbourhood are the *Monsastue*, a fine old timber-built house ('*Bjelkestue*'), and several other buildings of the 16th and 17th centuries. Gulsvik, though presenting no particular attraction, is a good place for spending the night. The next suitable station, to which travellers arriving about 3.30 p.m. may drive the same evening (in about 5 hrs.), is *Næs* (see below). The road follows the W. side of the valley of the *Hallingdalselv*. It is nearly level all the way to Næs, and the greater part of it is new and well constructed as far as Tuf.

14 Kil. *Aavestrud*. The scenery is pleasing, though somewhat monotonous. The road passes several lake-like expansions of the Hallingdalselv, on one of which, known as the *Brummavand* (575 ft.), upwards of 10 Kil. long, is situated —

17 Kil. *Bærtæs*. At the upper end of the lake we next reach —

11 Kil. *Næs* (\**Station*), a considerable village, with a handsome church, a jail, and a number of shops. [In the reverse direction travellers may also descend the river from Næs to Gulsvik by boat (6 hrs.; 8-10 kr.). In spite of the numerous rapids, the trip is unattended with danger when the river is moderately full.]

FROM NÆS TO LAKE SPIRILLEN, about 45 Kil., a walk of 10-11 hrs. (guide unnecessary). A well-defined sæter-path ascends to the E. to *Lake Stræen*, which affords good fishing (quarters for the night at one of the sæters) in 3-4 hrs., and by *Djupedal* in 3-4 hrs. more to *Idjærnsstad* (p. 86), whence *Næs* in the *Aadal*, at the head of Lake Spirillen, is about 20 Kil. distant (comp. p. 86).

Another sæter-path ascends the mountains to the W. of Næs to the *Tunhøvd-Fjord* in about 6 hrs. (p. 25).

Above Næs the scenery continues to be of a pleasing character. About halfway between Næs and Viko the road crosses to the left bank of the river. Near Viko the valley trends towards the W.

20 Kil. *Viko* (700 ft.), beautifully situated on the Hallingdalselv. Adjoining Viko is \**Rolfshus* (\**Sørensen's Hotel and Pension*, with garden; civil landlord, who speaks English), a pleasant resting-place. The river affords tolerable fishing here, and the *Tesleid-Vand*, a large lake among the mountains, 13 Kil. to the N. (see below), is said to be abundantly stocked with trout.

FROM VIKO TO THE VALDERS ROUTE (10-12 hrs.). The path ascends very steeply for  $\frac{3}{4}$  hr., and then gradually for 3 hrs. more to the *Fjeldvidde* ('table-land'), passing several sæters. The *Tesleid-Vand* (2800 ft.; about 8 Engl. M. in length), a lake which here forms the boundary between the Hallingdal and Valders districts, is then crossed by boat, after which we descend to (6 hrs.) *Stende*, a farm-house on the *Strandefjord*, cross the lake by a long bridge to *Ulnæs-Kirke*, and proceed thence either up the *Aurdal* to (2 hrs.) *Hande*, or down the valley to (1 hr.) *Fagerlund* (p. 91).

About 2 Kil. above Rolfshus the Hallingdalselv is joined by the *Hemsila*, descending from the N.W., while the former river descends from the Upper Hallingdal, from the W. (p. 83). The

road soon crosses the Hemsila, which here forms a fine waterfall, beyond which, near the church of **Gol**, our route quits the Hallingdal and ascends the **Hemsedal**, or valley of the Hemsila, mounting the tedious *Golsbakker* in long windings. Beyond (10 Kil.) *Løstegaard* (1440 ft.) the road crosses the river and follows the E. side of the valley, passing several farms. The W. side and the bottom of the valley are uncultivated. About 5 Kil. farther on we reach the poor station of —

16 Kil. *Kleven i Gol* (tolerable quarters), where the scenery becomes uninteresting, and 4 Kil. beyond which is *Ekre* (2600 ft.).

FROM EKRE TO THE VALDERS ROUTE (10-12 hrs.). A rough sæter-path ascends from Ekre to the '*Heier*', passes the *Vannen-Vand* and the *Storsjø* at the base of the huge *Skogshorn* (5650 ft.), traverses the district of *Lykkja*, with its scattered houses, and leads to the (5 hrs.) **Fosseim-sæter**, at the S. end of the long *Svensken-Vand* (2860 ft.; good fishing), built for the use of travellers and anglers. Crossing the lake by boat, and passing several sæters, we then descend to the *Fosseinggaard* in Valders and cross the bridge to (6 hrs.) *Hande* (p. 92).

Another route to Valders diverges from our road at *Ulsaker*, between Ekre and Tuf, ascends past the base of the *Skogshorn* (5625 ft.) to the *Hel-singvand*, skirts the E. bank of the *Hundsendvand*, and leads to the *Grunken-Gaard*, where it crosses the river falling into the *Svensken-Vand*. It then leads along the *Smaadøla*, past the base of the *Grindefjeld* (5600 ft.) to the N. end of the *Helevand* and the *Vasends-Sæter*, and descends to *Grim-dahim* (p. 93), about 13-14 hrs. distant from Ekre.

Beyond Ekre, on the opposite bank of the Hemsila, we observe a frowning and furrowed spur of the *Reensfjeld* (6000 ft.), over which are precipitated four small waterfalls, descending from a mountain-lake, and uniting into a single imposing cascade during the melting of the snow. The road passes through *Kirkebø*, an uninviting village clustered round the dilapidated red wooden parish church (*Hemsedals-Kirke*), and 7 Kil. farther reaches the station of —

20 Kil. **Tuf** (\**Station*, moderate; *Gaard Fauske*, 3 min. from the road, a fair country inn), at the confluence of the *Grøndøla* and the Hemsila. The rivers, and a lake 5 Kil. distant, afford tolerable fishing, and reindeer abound among the neighbouring mountains.

FROM TUF TO NYSTUEN (15-16 hrs.). A tolerable road ascends the *Grøndal*, the valley of the *Grøndøla* opening on the N., after which a bridle-path, passing several sæters, traverses the *Mørkvanddal* and crosses the mountains, where reindeer are frequently seen, to *Nystuen* on the Valders route (p. 94).

Near Tuf the Hemsila forms the *Rjukande Fos* ('foaming fall'). All traces of cultivation now cease, and a few scattered sæters replace the farms of the lower part of the valley. The road ascends rapidly, and traverses an exceedingly bleak and desolate region, this part of the valley of the Hemsila being called the *Mørkedal*. This stage, being unusually long and hilly, takes fully 3 hours.

20 Kil. (pay in the opposite direction for 30) **Bjøberg** (3320

ft.; *Station*, small and primitive; civil people and good food; excellent headquarters for reindeer-stalking; pair of antlers 8-10 kr.), the last station in the Hallingdal, is a solitary gaard in a wild and dreary situation, at the foot of the *Hemsedalsfjeld*. About 8 Kil. farther on we pass a column marking the boundary between the 'Stift' of Christiania and that of Bergen, beyond which we skirt the precipitous *Kjølberg* on the left and the *Eldre-Vand* on the right. To the N.E. rises the *Jukulegge* (6290 ft.). The road now soon reaches its culminating point (3780 ft.), and then descends rapidly to —

15 Kil. (pay for 22 in either direction) **Breistølen** (*Station*, unpretending, but good), beyond which there is an almost continuous and latterly steep descent, passing several waterfalls, to the bridge of *Børlaug* on the Valdars route (p. 95). From Tuf over the *Hemsedalsfjeld* to this point (about 40 Kil., for which 7-8 hrs. should be allowed in either direction) the scenery is very wild and bleak, but the road now enters the highly picturesque valley of the *Lærdalselv*. A little below the bridge is —

12 Kil. (pay for 15, but in the opposite direction for 19) **Hæg** (\**Station*), see p. 95. — From Hæg to Lærdalsøren, see pp. 95-97.

#### UPPER HALLINGDAL.

The *Hallingdal* in the narrower sense, or main valley (*Hoveddalføret*), ascends to the W. from Viko (p. 81) to the wild and desolate regions of the *Hallingskaren*, the mountains forming the S. prolongation of the *Fillefjeld* and the *Hemsedalsfjeld*, and across which paths lead N.W. to the *Sognefjord* and S.W. to the *Hardanger Fjord*. With this district are associated some of the most famous of Norwegian sagas, such as that of the *Villand* family, and the inhabitants retain more of their ancient characteristics than those of almost any other part of Norway. With the exception of the higher mountains, however, the scenery is neither very picturesque nor imposing.

About 8 Kil. above Viko a halt of  $\frac{1}{2}$  hr. is made at *Ellefsmoen*, beyond which we reach —

15 Kil. (from Viko) *Nubgaarden i Torpe*, near which is the old timber-built *Church of Torpe*.

11 Kil. *Sundre i Aal* (a very fair station). In the vicinity are the interesting *Church of Aal* and the curious old houses known as the *Gretastue* and *Thingstue*. The road then skirts the *Strandefjord* (1480 ft.), to the S. of which rises the *Sangerfjeld* (3855 ft.), and then divides into two branches. The branch to the S.W. leads to the *Hardanger*, while the branch to the N.W. leads to the station of (6 Kil.) *Neraal*, with the church of *Hol*, from which there is a path to the *Sognefjord* (p. 85).

1. ROUTE TO THE HARDANGER (45-50 Kil.). Near (6 Kil.) *Hammersbøen* is the *Ruaen-Gaard* (good accommodation), the property of *Sander Raen*, who is said to have collected no fewer than 6000 of the old Norse words to be found in Ivar Aasen's dictionary. From Hammersbøen we ride or walk up the *Ustadal* to (17 Kil.)

*Tufte* (2755 ft.), the highest gaard in the valley (unpretending quarters).

The huge *Hallingskarven* is sometimes ascended from this point. The E. peak (6330 ft.) is reached by ascending the course of the *Eimeheia*, while the W. peak (6440 ft.) is scaled from the W. end of the *Ustavand*. View not picturesque, but very extensive, especially from the latter, embracing the *Hardanger Vidda* (p. 63) and other mountains.

Two paths, the *Northern* and the *Southern*, lead from *Tufte* to *Maurset*, the highest gaard on the *Hardanger* side. The latter is the shorter, but the sæters are farther apart. By either route the journey may be performed in one day.

*Northern Route.* The well-defined sæter-track ascends the course of the *Ustaelv*, crosses it  $1\frac{1}{2}$  Kil. below its efflux from the *Ustavand*, and leads to the *Rennesdals-Sæter* and *Hornebø-Sæter*. Pedestrians had better sleep at the latter, and start thence early next morning. Imposing view of the *Hallingskarven* with its bold precipices. We now follow the *Skarvaa* and skirt the *Monsbuheia*, commanding a view of *Monsnuten*, round which the path leads to a hut on the *Ørterenvand*. We cross the river and follow the *Krækjaheia* to a ford ('Vadested') between the *Store* and the *Vesle Krækjavarand*, skirt the *Halnekolle* (see below) on the N. side, cross the boundary of *Bergens Stift*, and reach the *Olafsbuvand*. The path then follows the *Kjelda* to the *Indstesæter* on the *Sysenvand*, whence it leads to the gaards of *Maurset* and *Hol*, from which last (p. 62) the *Vøringsfos* may be visited.

*Southern Route.* This track crosses the *Ustaelv* to the S. of *Tufte* and leads past the *Brendesæter*, on the *Halvorvand*, and the *Tuvesæter* to the new *Tourists' Hut*, where the night is spent. It then leads towards the W. to the *Gronaelv*, and crosses the *Krækjaheia* to the ford between the *Krækjavand* and *Krækjatjærn* (*Tjærn* or *Kjærn*, 'pond'), near which is the *Halnekolle*, with two miserable cattle-huts (*Fælagre*). Passing the *Dyretjærn*, we may now either cross the *Gjerenut* (commanding an extensive view), or go round its base, to the *Storliensæter* on the *Bjøreia*. The path follows the latter, crosses the *Leira* which descends from the *Sysenvand*, and descends to *Maurset*. This route also commands a grand view of the *Hallingskarven* and the *Hardanger-Jøkul*. — From *Maurset* to the *Hol Gaard*, above the *Vøringsfos* (p. 62), 6 Kil.

2. ROUTE TO THE SOGNEFJORD (about 85 Kil.;  $2\frac{1}{2}$  days). This is one of the finest mountain-expeditions in Norway. We start from *Neraal* (or *Nedreaal*; see p. 83), with the interesting church of *Hol*, situated between the *Holsfjord* and the *Høvelvfjord*. To the W. towers the *Hallingskarven*. The church of *Hol* should, if possible, be visited on a Sunday, when many picturesque old-fashioned costumes are still worn by the peasantry. At the end of the *Høvelvfjord* lies the *Gaard Villand*, the ancient seat of the famous and turbulent family of that name (the *Villandsæt*), who had another residence at *Tufte* ('*Villandstufte*'), the place mentioned

above. About 6 Kil. above Villand the road turns to the W. and leads past the *Sunddalsfjord* to the **Gudbrandsgaard** (2550 ft.), to which driving is practicable (good quarters). The sæter track leads hence to the *Garlidsæter*, and along the *Øvre Strandefjord*, a lake 11 Kil. in length, on which are several sæters, to *Myrestølen* (tolerable quarters), the last regularly occupied Hallingdal sæter. The Hallingskarven remains in sight the greater part of the way.

The actual mountain-pass to the Sogn district, about 17 Kil. in length, begins here. It is probable that the original inhabitants of the Upper Hallingdal crossed the mountains thither from the coast, just as Valdres was originally peopled from Lærdal. These valleys therefore belonged to the ancient jurisdiction of the *Gulathingslag* (p. 114). The path passes *Ulevasbotten*, *Vierbotten*, and a third sæter with a herd of reindeer watched by Lapps from Røros, and then ascends rapidly to the *Skard* ('gap') between the *Ulevasnut* on the E. and the *Sundhellerfjeld* on the W., crosses the *Bothøvde*, where the direction is indicated by heaps of stones, and leads to the *Steinbergdal* in the *Vasbygd*. The first night had better be spent at the **Øje-Sæter** here (2933 ft.; good quarters). Passing the *Nøsetsæter*, we next pass the mountain-hamlet of *Aurlund*, and descend the formidable pass of the *\*Næsbøgalder*, partly by a perpendicular ladder, and partly by a path borne by iron rods driven into the rock, to *Gaard Næsbø*. The route then follows the *Næsbødal* (or a short-cut may be taken by the dizzy *Bjellstigt*) to **Gaard Sønnerheim** (second night). — On the third day the path leads in about 5 hrs. down the *Sønnerheimsgalder* and along a rapid stream to the *Vasbygdvand*, which we cross by boat. From *Vasenden* to *Aurlandsvangen* is about 6 Kil. more. See p. 107.

### 13. From Christiania through the Valdres to Lærdalsøren on the Sognefjord.

To the N.W. of Christiania lie the three important lakes *Krøderen* (p. 80), *Randsfjord*, and *Spirillen*, running from N. to S. and nearly parallel with one another. The S. end of each of these lakes is reached from Christiania by railway. The steamer on Lake *Krøderen* then conveys us to the beginning of the Hallingdal route (R. 12), while the great high-road through the Valdres passes near the N. ends of the other two. Of all the routes between Christiania and Bergen (comp. p. 79) that through the Valdres, either viâ the *Spirillen* or the *Randsfjord*, is the finest in point of scenery and the most comfortable in respect of accommodation. The road by the *Spirillen* is perhaps preferable to that by the *Randsfjord*, but between the lake and *Frydenlund* the station-masters have only a limited number of horses. The most frequented route is that by the *Randsfjord*. By either of the Valdres routes it

is possible to reach Lærdalsøren in 3 days, but it is better to allow four or five.

In the height of the travelling season an early start should always be made in order that the station where the night is to be spent may be reached as early as possible, with a view to secure rooms, or, if necessary, to go on to the next station. Among the pedestrians who traverse the favourite Valdres route a considerable number of Norwegian ladies will be observed.

#### a. VIÂ LAKE SPIRILLEN TO FRYDENLUND.

238 Kil. (149 Engl. M.). RAILWAY from Christiania to (131 Kil.) *Heen*, express in 4½ hrs. (fares 7 kr., 4 kr. 40 ø.), ordinary train in 6 hrs. (fares 6 kr. 45 ø., 4 kr.). — STEAMBOAT from *Heen* to (56 Kil.) *Sørumsund* daily, except Sun., in 5½ hrs. (fare 3 kr.); or, when the river is low, to *Næs* (*Granum*) only, in 4½ hrs.; returning from *Sørumsund* or *Næs* on the following morning. Through-tickets to *Sørumsund* are sold at Christiania. — ROAD from *Sørumsund* to *Frydenlund* 51 Kil. (from *Granum* 62; *Skyds* 17 ø. per mile); thence to *Lærdalsøren*, 157 Kil.

Railway to *Heen*, see R. 2. The steamer usually starts about an hour after the arrival of the train, giving time for luncheon or early dinner at *Dahl's Inn*, or (better) in the house of the captain of the 'Bæga' (order beforehand of railway-guard). There is also a restaurant on board the steamer. It then ascends the *Bæga* or *Aadalselv*, with its occasional lake-like expansions. The navigable channel, indicated by wooden buoys (*Bøier*) is somewhat intricate. On the right we soon pass *Hallingby*, a 'skyds-station', with a pretty church. Higher up the river the stream becomes very rapid, and the engines are required to do their utmost. We next pass the pleasant-looking farm of *Bergsund* on the left. The course of the vessel is often obstructed by floating timber (*Tømmer*), through which it has to force a passage. The rapid *Kongstrøm*, which intersects an old moraine, is now ascended, and we enter (18 Kil. from *Heen*) —

\***Lake Spirillen** (probably derived from *spira*, 'to flow rapidly'), a beautiful sheet of water, 17 Engl. M. in length, surpassing the Randsfjord in picturesqueness. The banks are well cultivated at places, and at others mountainous and severe. The principal place on the W. bank is *Aadalén*, with a church, and on the E. bank *Enger*, a picturesque gaard and posting-station. To the left, farther on, the mountains become more imposing (*Gyranfisen*, 3532 ft.). On the opposite bank lie several farms with a pleasant sunny aspect ('paa Solsiden'). The large blocks of stone on the banks have been left in their present position by the ice with which the lake is covered in winter. After passing the precipitous rocks on the left, the steamer comes in sight of —

**Næs**, or *Næsmoen*, at the head of the lake, with its church and wild mountain-background.

To the W. of *Næs* is the entrance to the *Hedal*, through which a rough road ascends to *Søre Hedal*, with the interesting timber-built church of *Idjærnstad*, about 25 Kil. distant. According to tradition the whole population of this valley died of the plague in 1349-50 ('den store Mandedød', 'Dauden', or 'den sorte Død'). When the church was after-

wards discovered by a hunter, he found a bear installed by the altar, in proof of which a bear's skin is still shown. Similar traditions also exist with regard to other places in Norway and Denmark. — From Ildjernstad a road crosses the hill to *Dokken* (see below).

When the river above Næs is too low to be navigable, the steamer does not go beyond this point, in which case the traveller crosses the bridge to the (10 min.) skyds-station **Granum** (good quarters), whence he may drive the same evening to *Dokken* or even to *Storsveen*. Or (more usual) he may pass the night at Granum and go on next morning in a smaller steamer to (1½ hr.) *Sørum*. In summer, however, the Lake *Spirillen* steamer usually ascends the rapid and picturesque *Bæga* to *Sørum*. The banks are at first wooded and somewhat monotonous. On the left rises the precipitous *Bjørnbratbjerg*, and farther on is the *Haraldshoug*, a hill with several farms, which commands a fine view of the valley. On the right towers the imposing *Valdershorn*, and on the left the *Sørumfjeld*. We now cross the boundary between the districts (*Fogderier*) of *Buskerudsamt* and *Christiansamt*. The mutilated birches here have been stripped of their foliage to provide fodder for the cattle. *Strømmen* is prettily situated on the right.

**Sørum** (skyds-station and tolerable quarters), a prettily situated gaard with a steamboat-pier, 11 Kil. from Næs and 56 Kil. from Heen, is the terminus of the steamboat-route. To the right lies *Gaarden Hongsund*, one of the largest farms in *Valders*. Farther on, to the left, is the *Tolleifsrudkirke*, where our road is joined by that from *Ildjernstad* in the *Øvre Hedal* (see above). Passing *Gaarden Docka*, we soon reach —

18 Kil. (from Granum) *Dokken i Søndre Aurdal* (\*Station). To the left diverges the old road, now a sæter-track only, to the *Hedal* (see p. 86); and on the same side of the road we afterwards pass the huge rocky precipice of *Morkollen*. From the left, farther on, descends the *Muggedals-Elv*. To the right, on the opposite bank of the *Bæga*, *Gaarden Grimsrud*. Scenery picturesque and pleasing, particularly in the neighbourhood of the *Søndre*, *Midt*, and *Nordre-Garthus* farms.

16 Kil. **Storsveen** (\*Station). To the left, farther on, rises the *Thronhusfjeld*, and on the right the *Fonhusfjeld*. The road then crosses the *Hølleraa*, where there are several mills, and passes a pretty school-house (*Skolegaard*), a number of thriving farms, and the *Grænd* ('hamlet') *Kobbervik*. The *Bæga* expands at places into the form of a lake. In front of some of the houses a *Maistang* ('may-pole') and a *Julebaand* ('Christmas sheaf' for the birds) form memorials of the local customs. — At *Sundstad*, where the *Bæga* contracts, are the ruins of a bridge by which the road formerly crossed to the E. (left) bank of the river, leading thence to *Bang*. The new road, completed in 1877, now follows the W. (right) bank, and skirts the *Svartvikfjeld*, with its overhanging rocks and 'giant cauldrons' (hollows formed by the

action of water). The *Soleiblomst* or *Smerblomst* (a kind of ranunculus) is frequently seen by the wayside. We now reach the large basin of *Bangi Søndre Aurdal*, with its numerous farms, its church, and parsonage, all on the opposite bank of the river, and soon arrive at *Vold*. — A good road, passing *Kræmmermoen* (formerly the station), leads to *Gravdal* and (11 Kil.) *Sveen* (see p. 90).

12 Kil. *Fjeldheim*, close beside the beautiful *waterfall of the Bæga*.

On the left, beyond *Vold*, rises the pointed *Hullekollen*, at the base of which is *Reinlid*, with its ancient *Stavekirke* (p. 22), the road to which diverges to the left near the *Bæga* bridge (1 hr.). Our road crosses the bridge and turns to the left, entering the upper region of the valley of the *Bæga*, while the road to the right leads to *Kræmmermoen*, *Bang*, and *Sveen*. Fine mountain-scenery. The road soon quits the valley and ascends the *Jukamsklev* in long windings, whence we obtain a striking view of the rapid river below. To the right, at the top of the hill, is *Gaarden Jukam*, which we afterwards pass on the left. The road affords a good survey of the *Reinlidsbygd* with the *Stavedalsfjeld*, the mountain range of which *Hullekollen* is a spur. — Beyond 'Plads' *Hengen* we obtain a noble \*VIEW of the snow-mountains of *Jotunheim* bounding the valley of *Østre Slidre*, the *Kolvaahøgda*, the *Thorfinstinder*, and the other mountains near *Lake Bygdin* (p. 137). On the right we observe the road which crosses the wooded *Tonsaas* to *Gravdal* (p. 90). The road then descends to *Gaarden Motet* (or *Medtes*). Over the door of the *gaard* are the quaint verses —

'Stat her mit Huus i Fred  
For hveert Misundheds Øye,  
Thi den misundte Jord  
Den lær sig ogsaa pløye.'

'Her æder jeg mit Brød,  
Her frygter jeg min Gud;  
Velsignet er hver den  
Som her gaar in og ud.'

[May my house stand here in peace from every eye of envy; (but I care not) for the envied earth can equally well be ploughed. Here I eat my bread and fear my God. Blessed be every one that passes in and out.]

The scenery beyond this point is less interesting. The road runs chiefly through wood, and again ascends, soon uniting with the road from *Gjøvik* and *Odnæs*, which descends from the *Tonsaas* on the right.

16 Kil. *Frydenlund* (\**Station*; see p. 91) lies on the old road, to the left of the new, and about 200 paces below it.

#### b. VIÂ THE RANDSFJORD TO ODNÆS AND THENCE BY CARRIAGE TO LÆRDALSØREN.

434 Kil. (269½ Engl. M.). RAILWAY from *Christiania* to (142 Kil.) *Randsfjord* in 6¼ hrs. (fares 6 kr. 85, 4 kr. 20 ø.). STEAMBOAT ('*Harald Haarfagre*' and '*Oscar II.*') from *Randsfjord* to (72 Kil.) *Odnæs* daily (corresponding with the early train from *Christiania*) in 5½ hrs.; returning from *Odnæs* in the morning, in time for the second train to *Christiania* (fares 4 kr., 2 kr. 80 ø.). ROAD from *Odnæs* to (220 Kil.) *Lærdalsøren*, with fast stations. The charge for a carriage and horse for one pers. is 17 ø. per Kil., carriage and horse for 2 pers. 25 ø. per Kil., with a gratuity of 15 ø. per station. For

the whole distance a carriage costs about 45, a carriage for 2 pers. about 65 kr. With 'Skyds' about 6-7 Kil. can be accomplished per hr., or about 80 kil. per day in summer, when the days are long.

The so-called 'Diligence', which plys 4 times weekly between Odnæs and Lærdalsøren, consists of one or more carriages, each drawn by two or three horses, and with seats for 4-5 passengers. In summer 1884 the diligence left Odnæs on Sun. and Frid. at 7.30, on Tues. and Thurs. at 8 a.m., and arrived in Lærdalsøren on Tues. at 5, Thurs., Sat. and Sun. at 6 p.m., the nights being spent at *Hande-Maristuen*, *Fagernæs-Nystuen*, or *Fagernæs-Hande*. [From Lærdalsøren on Sun. at 10 a.m., on Tues. 10.30, on Thurs. 8 a.m., on Frid. 2 p.m., arriving at Odnæs on Tues. and Thurs. at 5.15 p.m., on Sat. and Sun. at 5.45 m., with Nystuen-Frydenlund or Maristuen-Fagernæs as night quarters.] The fare for one person is 34 kr. Each passenger is allowed 40 lbs. of luggage. Seats may be engaged a fortnight in advance by writing to Hr. Expeditør Wisting, Odnæs, or to Hr. Lensmand Andresen, Lærdalsøren, and at the same time prepaying the fare. In the height of the travelling season the diligences are often full, and the small inns where they stop for dinner or put up for the night are of course crowded. They can therefore only be recommended either at a very early or late period of the season, or when a party of 2-4 persons engages all the seats in one vehicle for the whole journey (in which case the driver may be induced slightly to modify the usual time-table). The advantages of the diligence, besides the trifling pecuniary saving, are its expedition and the fact that comfortable meals and beds are kept in readiness for the passengers. These, however, are more than counterbalanced by the loss of independence and diminution of comfort.

The pleasantest way of driving from Odnæs to Lærdalsøren is to hire a PRIVATE CARRIAGE. A carriage-and-pair with a hood ('Caleschvogn') for 2-3 pers. costs 110-130 kr., with a gratuity of 4-6 kr. Travellers pressed for time are cautioned against engaging horses for the whole distance, in which case 60 Kil. only can be accomplished each day. Speed and comfort are best combined by hiring a carriage or a 'Trille' (a four-wheeled carriage without a hood) and a driver for the whole journey, stipulating for a change of horses at each station. The arrangements with the driver, who is generally apt to be somewhat independent, should be made very carefully, especially as to the hours of starting and arrival, the stations for halting for dinner, and the change of horses.

As almost all the stations are fairly good, the traveller may divide his journey in any way he pleases, but he should avoid those stations where diligence-passengers spend the night. With skyds the drive from Lærdalsøren to Odnæs generally takes 3 days, the nights being spent at *Fagerlund* and *Nystuen* or at *Frydenlund* and *Skogstad*. In midsummer it is possible to perform it in 2 days, as the steamer arrives at 7 p.m. and twilight lasts till 11 p.m. In this case the night is passed at *Tomlevolden* or *Sveen*.

The SCENERY is beautiful almost the whole way from Christiania to Lærdalsøren, and at places exceedingly picturesque and striking. The finest part of the route, which will even reward the pedestrian, is from Frydenlund to Husum (140 Kil. or 87 Engl. M.).

Railway from Christiania to (142 Kil.) *Randsfjord*, see R. 2.

*Randsfjord Station* (\*Inn) lies on the left bank of the *Randselvi*, near its efflux from the *Randsfjord*. A bridge crosses the broad river to *Kokkerstuen* or *Hadelands Glasværk*, in the district of *Hadeland*.

The *Randsfjord* (steamboat-pier near the station), a lake 420 ft. above the sea-level, 44 Engl. M. in length, and 1-2½ M. only in width, is the largest in S. Norway after Lake Mjøsen (p. 115). It is bounded on the E. by the well-cultivated and populous district

of *Hadeland*, and on the W. and N. by the districts of *Valders* and *Land*. The banks, rising gradually to a height of 2000 ft., and well cultivated at places, are somewhat monotonous and uninteresting, though well-wooded at the top. The lake is generally so narrow as to resemble a broad river. The steamer (one daily in each direction; see above) performs the trip to *Odnæs* in 5½ hrs., stopping at numerous stations on the way. By the church of *Fluberg*, on the right, near the N. end of the lake, are a number of fine weeping birches.

*Odnæs* (\**Hotel*), situated to the left of the road, at the N. end of the *Randsfjord*, and 10 minutes' walk from the steamboat-pier. To the N. of *Odnæs*, on the high-road from Lake *Mjøsen* (diligence daily to *Gjøvik*; see p. 116), lies —

3 Kil. *Framnæs* (\**Station*; carriages at the pier). Travellers spending the night here or at *Odnæs* are recommended to leave very early next morning in order to get the start of the usual morning stream of tourists, and they should also avoid spending the night at the same places as the diligence. — Beyond *Framnæs* the road ascends on the N. bank of the *Etnaelv*, which falls into the *Randsfjord*, and crosses the *Dokka*, an affluent descending from the right. The scenery, though enlivened with thriving farm-houses and beautiful birches, is somewhat tame here.

14 Kil. *Tomlevolden* (\**Station*, good and reasonable) is situated in the district of *Nordre Land*. The station is a good specimen of a substantial Norwegian farm-house, with its 'Stabbur' (store-house, usually provided with a bell) and other roomy outbuildings, almost entirely constructed of timber. About 7 Kil. from *Tomlevolden* the road crosses the *Etnaelv* by a bridge which affords a fine view of the *Etnadal*, and begins to ascend the *Tonsaas*, a wooded hill with a level plateau on the summit (as is so frequently the case with the Norwegian mountains), 2300 ft. in height, which separates the valleys of the *Etna* and the *Bæga* (p. 86). A little beyond the bridge we cross the boundary between *Hadeland* (p. 89) and *Valders*.

17 Kil. (pay for 18) *Sveen* (\**Station*) is beautifully situated on the N.E. side of the *Tonsaas*. The road now ascends through fine forest-scenery, affording several picturesque views of wooded ravines, to *Gravdal* (*Tonsaasen's Sanatorium*, a hotel and pension, 110-120 kr. per month), 3 Kil. above *Sveen*, which attracts many visitors in summer for the sake of the fine forest-walks and beautiful views in the vicinity. [A road diverging here to the left crosses part of the *Tonsaas*, passes the church of *Bang*, and leads to (13 Kil.) *Vold* on the *Bæga*, a station on the *Spirillen* route, p. 88.]

A little higher up we reach the wooded plateau on the summit of the *Tonsaas* and pass two swampy lakes (a raft on one of which serves as a ferry-boat). To the N. we obtain a fine view of *Brusflåt*

in the Etnadal. The road now gradually descends, and where it issues from the forest commands an imposing \*VIEW of the beautiful and partially wooded valley of Valdres, with the Strandefjord running through it, and the snow-capped Jotunheim Mountains, Galdebergstind, and Thorfinstinder in the background (see R. 17). The road soon reaches the *Bægnadal*, where it is joined by the Spirillen road (p. 88), and, a little farther on, —

18 Kil. (pay for 23) **Frydenlund i Nordre Aurdal** (\*Station), a large village beautifully situated on the old road, to the left of, and 20 paces below the new. The Foged, or chief administrative official, the Sorenskriver, or local judge, and the Lensmand, or chief constable, reside here. In the vicinity are the church of *Aurdal* and the hamlet of *Sofielund*.

Beyond Frydenlund the road, which is nearly level, runs high above the Bæga, partly through wood, and partly through cultivated land, and soon reaches the *Aurdalsfjord*, with its numerous islands, one of the series of long lakes from which the Bæga issues, and of which the Strandefjord and Vangsmjøsen are the principal. Another fine view is obtained at *Onstad*, where the forester resides. The road then passes the District Prison on the left. On the other side of the broad valley is the *Aabergsbygd*, watered by the *Aabergselv*, which forms the *Kvannefos*. To the right, farther on, is a fine waterfall, called *Fosbraaten*, and to the left is heard the roar of the *Vaslefos*, a picturesque waterfall of the Bæga, which may be visited from Fagnæs. We now reach the beautiful **Strandefjord** (1170 ft.), a narrow lake 17 Engl. M. in length, and soon stop at —

13 Kil. *Fagnæs i Nordre Aurdal* (\*Station; the landlord speaks English), and a few paces farther the \***Hot. Fagerlund** (R. 1 kr. 20, D. 1 kr. 70 ø.) where also skyds may be obtained, situated on the N. bank of the lake, and at the mouth of the *Næselv*, descending from Østre Slidre. This is a charming spot for a stay of some duration, affording attractions to artists and sportsmen alike, and the two names just mentioned ('fair promontory' and 'fair grove' respectively) are by no means inappropriate. The lake and neighbouring streams afford good trout-fishing, and wild-duck shooting is also obtainable. As, however, this is a favourite starting-place for an excursion to the *Jotunheim Mts.* (p. 135), the route to which diverges here, the inns are often full in the height of summer.

The road crosses the *Næselv*, which forms some picturesque cataracts about 100 yds. above the bridge, and follows the bank of the Strandefjord, passing the churches of *Svennæs* and *Ulnæs*. To the S., on the opposite side of the valley, is seen the *Vassetelv*, which descends from the *Syndin Lakes*. To the W. rise the snow-mountains on the Vangsmjøsen and a part of the Jotunheim range. Near Ulnæs-Kirke and at *Gaarden Fosseim*, beyond it, on the

opposite bank, the lake is crossed by bridges, the part of it between them being called the *Graneimfjord*. Mountain-passes from Ulnæs and Fosseim to the *Hallingdal*, see p. 82.

The road now gradually ascends the hill to —

19 Kil. *Hande* (\*Station, English spoken), near which is the *Church of Røen* with its old *Klockstapel* (clock-tower); in the vicinity are numerous farms. About 6 Kil. beyond Hande we reach the beautifully situated **Church of Vestre Slidre**, which commands a fine view of the lake. Near this church a road diverges to the right, crossing the *Slidreaas* to (19 Kil.) *Rogne* in *Østre Slidre* (p. 136).

A little before reaching the top of the hill which this road ascends, about 8-9 Kil. from the church, the traveller may diverge by a path to the right, leading in 25 min. to the *\*Hvidhøfd* ('white head'), an eminence which commands a striking view of the valleys of Vestre and Østre Slidre, the Bitihorn, and the snow-mountains to the N. of Lake Bygdin and the Vinstervand. A few hundred paces to the W. of this point rises the *\*Kvalchøgda*, where an admirable survey of the whole of the Bygdin range, the Vangsmjøsen, and the Hallingdal mountains to the S. is enjoyed.

A few hundred paces beyond the church of Vestre Slidre a gate and private road on the right lead in 5 min. to **Ølken** (\**Hotel and Pension*, 3½ kr. per day), a farm-house converted into an inn, beautifully situated on the hill about 300 ft. above the lake. As this house is a favourite summer-resort and attracts a considerable number of invalids and others, it is generally quite full in the height of the season. The 'Distriktslæge', or physician of the district, lives on the high-road near Ølken. Horses and carriages may be had here. The ascent of the *Hvidhøfd* and *Kvalchøgda*, mentioned above, is recommended (3 hrs. there and back).

The scenery continues to be very attractive. In traversing the heights of *Kvale* we obtain a magnificent view of the *Slidrefjord* (1190 ft.), as the upper part of the *Strandefjord* is often called, with the mountains to the W. — Farther on we pass the church of *Lomen*. (Beyond this point the route is given on the *Map*, p. 132.)

10 Kil. **Løken** (\**Station*, English spoken), at the W. end of the *Slidrefjord*. The road traverses wood the greater part of the way to the next station, ascending the left bank of the *Bægna*, which, a short distance beyond Løken, forms a fine fall called the *Lofos*, a little to the left of the road.

15 Kil. *Øilo* (1475 ft.; \**Station*, civil landlady) is a favourite resort of artists, some of whom have embellished one of the rooms with a number of paintings. The situation of the place presents little attraction, but it lies close to the *\*Vangsmjøsen* (1540 ft.), a magnificent lake, about 30 Kil. in length. The road follows the S. bank of the lake to *Gaarden Kvam*, near which it is carried past the **Kvamsklev** ('ravine cliff') by means of a gallery hewn in the face of the *Hugakolle*, resembling the Axenstrasse on the Lake of

Lucerne. In spring and autumn the safety of travellers is sometimes endangered here by the falling of masses of rock. At the most hazardous point the road is protected by a roof. This is the most striking point on the whole of the Valdres route, and commands a noble survey of the imposing lake and the mountains enclosing it. On the right rises the *Vednisfjeld*, on the left the *Grindefjeld* (see below), and opposite us the *Skjoldfjeld*. To the N. is the *Drøsjafos*. A little farther on, to the left of the road, is *Tune i Vang*.

10 Kil. **Grindaheim** (\**Vang Hotel*, clean and reasonable; the landlord, *Ole For*, speaks English), beautifully situated on the bank of the *Vangsmjøsen*. Just before reaching the station we pass the *Church of Vang*, which replaces the old *Stavekirke* ('timber church') purchased by Frederick William IV. of Prussia in 1844 for 320 kr. and removed to the Giant Mts. in Silesia. A stone in front of the church bears the Runic inscription: '*Gosa sunir ristu stin thissi aftir Gunar*' ('the sons of Gosa erected this stone to the memory of Gunar'). To the S. rises the huge *Grindefjeld* (5590 ft.), which may be ascended hence in 4 hrs. — The road continues to skirt the lake, passing several farms (*Hagstrand*, *Førtnæs*, *Vierdok*, and *Søre*) and the church of *Øye*, near which is the beautiful *Elvtunfos*. Opposite to us rises the imposing N. bank of the lake, on which tower the conspicuous *Skodshorn* (similar phenomenon to that seen on the *Lysefjord*, p. 48) and the *Skyrifjeld*.

From *Øye* a mountain-path, passing to the S. of the *Kvamenøs* (3900 ft.) and the *Borrenøs* (4870 ft.), which latter may be ascended from the route, and skirting the *Utrovand*, leads to *Nystuen* on the *Fillefjeld* (see p. 94) in half-a-day.

The road now ascends from the *Vangsmjøsen* to the small *Strandefjord* (1604 ft.), which it skirts (not to be confounded with the *Strandefjord* lower down, p. 91). At the end of it is *Kasa*.

From *Kasa* a path leads to the *Jonskard-Sæters* (4120 ft.) and thence to the N.W., passing the *Flagersætnøs* (5479 ft.) on the right, to the *Giangensjø* and *Steinbodsjø*, and through the *Gjelmundsdal* to *Lake Tyin* (*Tvindehoug*, p. 141); in all a good day's walk (guide 4 kr.).

Beyond the *Strandefjord* the scenery assumes a more mountainous character, and a few farms are now seen on the sunny (N.) side of the valley only.

19 Kil. **Skogstad** (1885 ft.; a fair station, the landlady speaks English), a few min. to the right of the road, is a good starting-point for a visit to *Jotunheim* (R. 17). From this point to the next station there is a steep ascent of nearly 1400 ft., and the road is unpleasantly hilly at places, especially to persons descending. The scenery now loses its grand mountainous character.

By making a slight digression from the high-road at *Skogstad* (about 3 hrs.; guide necessary) a magnificent \*View may be obtained. The path passes the farms of *Opdal*, *Elbjørg*, and *Flaten* on the S. slope of the hill, and crosses the *Troldhø* (3207 ft.) to the *Hagesæl-Sæter* in the valley of the *Bjerdøla*, which falls into the *Bæгна* lower down. The

top of the hill commands a very striking survey of the Tyin Lake and the mountains of the Koldedal and Melkedal, with several considerable glaciers.

11 Kil. (pay for 17) **Nystuen** (3252 ft.; \**Station*, often crowded in the height of summer), which resembles on a small scale some of the large Alpine hospices, stands on the barren *Fillefjeld*, above the *Utrovand*. To the N. rises the *Stugunæs* (see below), to the E. the *Borrenæs* (4870 ft.). The landscape presents the desolate and somewhat monotonous character possessed by most of the higher Norwegian mountains. The gaard, an unpretending group of buildings, is partly supported by government as a '*Fjeldstue*', or mountain refuge (comp. p. 204), and is chiefly important in winter, when travellers have frequently been rescued from danger by the bravery of its inmates. (*Knud Nystuen*, the father of the present landlord, has been presented with the Norwegian silver medal 'for Borgerdaad', i. e. for an act of heroism.) As the most violent winds blow from W. to E., all the buildings are erected with their narrower sides to the W., in order to present the smallest possible surface to the storms. — Route to *Jotunheim*, see p. 139.

The *Stugunæs* (4827 ft.) may be ascended from Nystuen in 3 hrs. there and back by following the brook to the W. of the station and then going eastwards. Or the ascent may be made from Nystuen direct (somewhat steep). In either case a guide is unnecessary. The summit commands an uninterrupted survey of the *Jotunheim* range, from the *Horunger* on the W. to the *Sletmarkhø* on the E. — To the S. of Nystuen rises the *Suletind* (5813 ft.), an imposing mountain-top, 6 Kil. distant. On this mountain two Finns tend a herd of several hundred rein-deer. The excursion thither from Nystuen and back takes 5-6 hrs., presenting no difficulty; or the ascent may be combined with the journey to *Maristuen* by leaving the high-road at the *Kirkestøl*, a sæter a little beyond Nystuen, and following the old road (*den gamle Vei*) to the S. Before *Kirkestøl* the traveller requires to ford at about knee-deep the rapid brook, which has carried away the stone bridge. The view from the *Suletind* is one of the finest in Norway, but is rarely quite clear.

FROM NYSTUEN TO AARDAL (12-13 hrs.; guide desirable). The bridle-path, which is very rough and fatiguing at places, ascends gradually to the right from the *Kirkestøl* (see below), leading between two small lakes to the watershed of the *Fillefjeld* ( $4\frac{1}{2}$ -5 hrs.), which commands a magnificent view of *Jotunheim*, the *Suletind*, the *Jostedalsbræ*, and other mountains and glaciers, and also of the loftily situated *Tyin-Vand* (p. 140). In descending towards the N. we pass the *Sletterust*, a fisherman's hut at the W. end of the *Torholmen-Vand*, from which the *Aardøla* issues. (From *Sletterust* to *Breikvam* and *Eidsbugarden*, see p. 100.) We then descend the sæter-track along the *Aardøla* to *Moen*, whence we row in  $2\frac{1}{2}$ -3 hrs. to Aardal, see pp. 99, 100.

The road from Nystuen to *Maristuen* reaches its highest point (3294') a little beyond the former, and descends the monotonous *Smeddal*, a mountain-basin without pretension to grandeur. The old road led over the shoulder of the *Suletind* and past the *Sulevand*, which forms the source of the *Læra*, and then descended steeply to *Maristuen*, whence it presents the appearance of a grass-grown band ascending the mountain. Pedestrians are recommended to follow the old road, especially if they purpose ascending the *Suletind* (see above).

At the *Kirkestøl* ('church chalet') sæter, where the old road

diverges to the left, there formerly stood a church dedicated to St. Thomas, in which the pastor of Vang performed divine service on 2nd July annually. Farther on we pass the *Grønliidsæter* and the marble *Støtte*, or column, which marks the boundary between the Østenfjeldske Norge and the Vestenfjeldske Norge, and also that between the Christiania Stift and that of Bergen. The road then skirts the uninteresting *Fillefjeldvand* and *Smeddalsvand* (3120 ft.), both of which are drained by the *Læra*. Opposite to us rises the *Sadel-Fjeld*. We then ascend to the *Brusesæter* (3243 ft.), and descend thence, partly through birch-plantations, with the foaming *Læra* below us on the right, to —

17 Kil. (pay for 22 in the reverse direction) **Maristuen** (2635 ft.; \**Station*, good, though unpretending), the second '*Fjeldstue*' on the Fillefjeld, originally founded by the clergy as a hospice in 1300. Notwithstanding the height of its situation, the air will be found perceptibly warmer than at Nystuen, as it not only lies lower, but is influenced by the more genial climate of the W. coast. The scenery, too, though still wild, is far richer and more pleasing than at Nystuen. Between this point and *Hæg* the road descends 1150 ft., and the valley soon becomes more attractive. At the *Bridge of Børlaug*, 2 Kil. above *Hæg*, the Valdres and Hallingdal routes unite (see p. 81). We soon stop at —

17 Kil. **Hæg** (1482 ft.; \**Station*, good, and more comfortable than the three last), where the grandest scenery of the \**Lærdal*, one of the most superb valleys in Norway, begins. The road follows the valley the whole way to Lærdalsøren. The finest parts of this most picturesque route are the ravine between the Church of Borgund and Husum, and the rock and river scenery between Husum and Gaard Sæltun. Between *Hæg* and Borgund the road is nearly level, traversing a basin which was once filled with a lake. At the S. end of this basin, about 10 Kil. from *Hæg*, rises the **Vindhelle**, a huge rocky barrier, through which the *Læra* has forced a passage. The new road, completed in 1872, leads through this ravine, at a considerable height above the wild and foaming river. At various periods no fewer than four different old roads, still traceable, once traversed the Vindhelle itself.

On the right, just before the road descends into the ravine, stands the extremely interesting \***Church of Borgund**, with its old *Klockstapel* or belfry. (The Skydsgut will procure the key from the neighbouring farm of *Kirkvold*; fee 40 ø. for 1 or 2 pers. and 25 ø. more for each additional pers.) This extraordinary, fantastic-looking '*Stavekirke*', the best-preserved church of the kind in Norway, is believed to date from the 12th cent., but is now disused, service being held in the *New Church* adjoining. It is now the property of the Antiquarian Society of Christiania. Every part of it is curious and interesting: the external passages, the numerous gables, the shingle-covered roofs and walls, surmounted with dragons' heads,

the lofty portal, the elaborate ornamentation consisting of two entwined snakes, and the almost quite dark and windowless interior. On the W. door are the Runic inscriptions —

*Thorir raist runar thissar than Olau misso.*

(Thorer wrote these lines on St. Olaf's fair.)

*Thittai kirkia a kirkiuvelli.*

(This church in the church-ground.)

The church is described in the 'Turistbref från en Resa i Norge' by *Finn* (Stockholm, 1876; pp. 93 *et seq.*), in 'Fährten durch Norwegen' by *Hartung & Dulk* (Stuttgart, 1877; pp. 232 *et seq.*), and in several English works on Norway. Comp. the description of the similar church of Hitterdal, given at p. 22.

The traveller is recommended to follow the old road from Borgund Church to Husum, a walk of  $\frac{1}{2}$  hr., while his carriage takes fully as long to descend the ravine by the circuitous new road; but before doing so, he should visit the entrance to the ravine, where the wild and imposing scenery is enhanced by a fine waterfall (*Saurtegelfos*). The high-road descends thence in windings through the picturesque ravine. Immediately above Husum is another picturesque waterfall of the Lærdalselv (*Holgruten*). — The route now enters the district contained in the *Map* at p. 99.

13 Kil. *Husum* (\*Station), being the central point of the finest scenery of the valley, is a good starting-point for excursions. Farther on lies another tolerably level basin, once likewise the bed of a lake, with the *Øigaard*, *Krama*, *Hougen*, and other farms. Immediately beyond it the road enters another grand ravine, which the old road avoided by traversing the dangerous *Galder* ('cliffs', 'steep slopes') to the right. The new road crosses the river and skirts the overhanging rocks close to its bank, where the water has worn a number of more or less perfect '*Jættegryder*', or 'giant cauldrons', showing distinctly how much higher the level of the torrent must once have been. At one point, not far below Husum, the old bed of the stream has even been utilised for the passage of the road, for which part of a 'giant cauldron' has also been hewn away, while the torrent now thunders along 100 ft. below. On the N. side of the ravine are *Gaarden Galderne* and the *Store Soknefos*, a strange spot for human habitations. — As soon as the ravine expands we come in sight of *Gaarden Seltun*, situated on the huge deposits (*Skred*) of a mountain-torrent. The valley is still confined between lofty and precipitous rocks. The road crosses the Lærdalselv and follows its right bank; it then intersects the deposits of the *Jutulelv* and traverses a broader part of the valley, from which the *Opdal*, closed by the snow-clad *Aaken* (5690 ft.), diverges. Several extensive moraine-deposits are passed on this part of the route.

15 Kil. *Blaaflaten* (a poor station) lies a little to the left of the road, which is tolerably level for the rest of the way. The valley is still enclosed by lofty mountains, but the scenery is now com-

paratively uninteresting. Beyond the *Bofos*, a waterfall on the left, the road crosses the river and passes the church of *Tønjum*. By the farms of *Æri* the valley suddenly trends towards the N., and we now obtain another view of the *Aaken* with its peculiar ridge resembling that of the Gausta in Thelemarken. The floor of the valley is well cultivated at places and sprinkled with farms, but the mountains are bare and rocky. The traces of numerous landslips and avalanches (*Skred*) are observable here. The valley finally turns towards the W., and we now pass on the right, near *Øie*, the picturesque *Stenjumfjos*, which descends in two falls from the *Veta-Aas* and *Høgan-Aas*.

11 Kil. **Lærdalsøren.** — LINDSTRØM'S HOTEL AND STATION, two houses, newly fitted up, with 40 rooms and about 60 beds; R. 1 kr. 20, B. 80 ø. — I kr., D. 1 kr. — 1 kr. 60 ø., S. 80 ø., according to 'Priscourant'; LÆRDALSØRENS HOTEL, kept by *Knud Forthun*, newly built and fitted up, opened in 1885. English spoken at both hotels.

*Lærdalsøren*, generally shortened to *Lærdal*, the 'alluvial plain of the Lærdal river', lies on a broad, level, and somewhat marshy plain at the mouth of the *Læra*, shut in by rocky and barren mountains, and affording a very limited view of the arm of the magnificent *Sognefjord* on which it is situated. To the E., at the head of the *Oftedal*, rises the *Haugnaase* (4075 ft.), and to the W. is the *Freibottenfjeld*. The village, which boasts of a handsome new timber-built church, a telegraph-station, and a few tolerable shops, is a poor place with 800 inhab., deriving its sole importance from the fact that it forms the principal avenue of approach on the land side to the *Sognefjord* (see pp. 99, 109). The steamboat pier is nearly 2 Kil. from the station (carriole 40-50 ø. for each person, with luggage 60 ø.). A pleasant walk may be taken along the bank of the fjord to (1/4 hr.) the winter-pier, used when the fjord is frozen, and on to *Haugene* in the *Eierdal*.

## 14. The Sognefjord.

*Comp. the Maps p. 99 (the inner Sognefjord) and p. 106 (the middle Sognefjord), which join at the dotted line on the right (eastern) side of the latter.*

STEAMBOATS. Although small boats are procurable at all the stations (fare 21, 31, 41 ø. per Kil. for 2, 3 or 4 rowers), travellers are cautioned against engaging them for long distances, as their speed is usually slow, and the stations are very far apart. In making use of the steamers a careful consultation of '*Norges Communicationer*' (under the heading '*Nordre Bergenhus Dampskibe*') is absolutely necessary, as several interesting points in the ramifications of the fjord are only called at two or three times a week. The steamers are all well fitted up and have good restaurants on board (which provide wine and beer, but no spirituous liquors), but the sleeping accommodation is limited. If a night or part of a night has to be spent on board, the traveller should lose no time in securing a sofa or berth. The cabin fare is 40, the steerage 25, and the deck 15 ø. per sea-mile (1 Engl. M.). The usual charge for a substantial breakfast with coffee is 1½-2, for dinner 2, and for supper 1-1½ kr. (fee discretionary, according to length of voyage). *Comp. Intro. III.*

The \***Sognefjord** (from the old word '*Sogne*', signifying a narrow arm of the sea), the longest of all the Norwegian fjords, being 170 Kil. (106 Engl. M.) long from Sognefist to Skjolden, and averaging 6 Kil. (4 Engl. M.) in width, forms one of the most important highways of traffic in Western Norway, and also one of the most convenient avenues to some of the grandest and wildest scenery in the country. At places it is nearly 4000 ft. deep. Like all the Norwegian fjords, it is unattractive at its entrance, where the rocks have been worn away, partly by the action of the waves, and partly by that of the enormous glaciers with which the whole country was once covered. The scenery gradually improves as the traveller proceeds from W. to E., until the fjord at length terminates in a number of long and narrow arms bounded by lofty mountains rising at places to a height of 5000 ft., from which numerous waterfalls precipitate themselves into the depths below. At the upper extremities of the N. ramifications of the fjord lie huge glaciers descending from the snow-mountains, including the *Jostedalbræ* ('Bræ' or 'Brede' signifying glacier), probably the largest glacier in Europe. In other parts of the fjord again the banks present a smiling and genial character, being fringed with luxuriant orchards and waving corn-fields, and studded with pleasant-looking dwellings. At some points indeed (as at Balholm, Sogndal, Amble, and Skjolden) the scenery of the fjord is not unworthy of comparison with that of the Lake of Lucerne, or even with that of the lakes of N. Italy. In the majestic grandeur of its mountains and glaciers, the Sognefjord far surpasses the Hardanger, but its general character is severe and at places desolate and monotonous, while the waterfalls, as well as the softer scenery, of its southern rival unquestionably carry off the palm. — Up to the point where the great ramifications of the Sognefjord begin, the climate is the same as that of the W. coast, being rainy and mild in winter and usually damp and cool in summer; but the seasons in its long and narrow arms are more similar to those prevalent in inland European countries. In winter a considerable part of these arms is usually frozen over, and although the ice is detached from the shore at its margins, being raised a couple of feet or more twice daily by the tide, it serves as a busy highway for sledge traffic. On these occasions the steamers of course cannot ply beyond the limits of the open water.

The *Inhabitants* (*Sogninger*) of the banks of the fjord, which, with the adjoining country, are all embraced in the name of '*Sogn*', appear to belong to two distinct races, those in the W. parts possessing the placid Norwegian character, while those of the E. parts are remarkable for their vivacity, which shows itself in their hurried and almost incoherent mode of speaking. All, however, will be found uniformly obliging and hospitable to travellers.

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## a. Aardalsfjord. Vettisfos.

STEAMBOATS 'Sogn' and 'Lærdal' from *Lærdalsøren* to Aardal twice weekly (Mon. and Thurs. morning, returning Thurs. and Sat. afternoon) in 2 hrs. — From Aardal to Marifjæren, see p. 101.

*Lærdalsøren*, see p. 97. At first the scenery of the fjord is comparatively uninteresting. To the left rises the *Glippsfjeld*, on the W. side of which opens the *Vindedal*. To the right is the *Vetanause*, with the promontory of *Fodnæs*, round which the steamer steers. Farther on a fine view is obtained to the left of the *Lysterfjord* (p. 101), with the *Haugmælen*; in the background the *Jostedalsbræ* (p. 103). To the S.W. towers the *Blejan* (p. 106). The steamer now enters the *Aardalsfjord*, the scenery of which is also somewhat monotonous. On the barren and rocky N. bank rises first the *Bodlenakken* and then the *Brandhovd*, between which lie the *Ytre* and *Indre Oferdal*. On the wooded S. bank is the station of *Nadviken* or *Vikedal*. The *Sæheimsdal* now opens to the N., and a little later the imposing amphitheatre of mountains around —

*Aardal* or *Aardalstungen* (\**Jens Klingenberg's Inn*), to the right of the bridge), a small village situated upon an old coast-line, now considerably elevated above the fjord. Opposite rises the snow-clad *Slettefjeld* or *Middagshaugen* (4435 ft.). Aardal is the starting-point for a visit to the beautiful Vettisfos ( $\frac{1}{2}$ -1 day; p. 100), for a mountain-walk to Nystuen (1-1 $\frac{1}{2}$  day; p. 94), and for a \*Tour round the Horunger to Skjolden (4 days; comp. pp. 101, 160). Guide to Vetti desirable, and for the longer tours indispensable; *Jens Klingenberg jun.* may be recommended (4 kr. per day). Comp. p. 151. For the longer tours provisions must be taken from Aardal, as Vetti is the only place where tolerable food can be procured.

Passing the pretty church of Aardal and ascending along the *Aardalselv*, on the right bank of which lies the farm of *Hercid*, we reach in  $\frac{1}{4}$  hr. the *Aardalsvand* (13 ft. above the sea), a beautiful lake, 19 Kil. (12 Engl. M.) long, surrounded by precipitous cliffs and profound ravines, in which bears are still found. A boat on the lake carries us in 2-2 $\frac{1}{2}$  hrs. (1 pers. 1 kr. 40, 2 pers. 2 kr. 20 ø.) to Farnæs, at the N.E. end. To the right we see the *Stegaffjeld*, with the precipitous *Opstegene* on its E. side; beyond lies the *Fosdal* with the *Eldegaard*, to which a zigzag path ascends past a waterfall. Farther on, high up to the right, is the *Løst-Sæter*, beyond which is the *Midnærshamer*, with the *Eldeholt*. To the left rises the huge and precipitous *Bottnjuvkamb*; to the right the 'Plads' or clearing of *Gjeithus* and the *Raudnæs*. Then, also to the left, the *Nondal*, with several farms and the *Nondalsfos*. On rounding the *Raudnæs* we see *Farnæs*, whence a carriage-road ascends the *Utladal* to *Gjelle*.

FROM FARNÆS TO FORTUN (8-10 hrs.; guide necessary, 4 kr.). From Farnæs a bridle-path ascends to the N.W. through the *Fardal* or *Langedal*, passing the *Aare* and *Stokke sæters*, to the *Muradn-Sæter*, whence a path leads through the *Lovardalsskard* (4699 ft.), a 'gap' or depression at the foot of the *Austabot-Tinder* and *Solei-Tinder*, into the *Berdal* and to *Gaarden Fuglsteg* (2494 ft.), which lies almost perpendicularly above

the valley of Fortun (p. 160). The descent to Fortun is excessively steep, whence probably is derived the name of *Fuglsteg*, or 'bird-path'.

Pedestrians do not land at Farnæs but at the 'Plads' Vee, a little to the right, on the left bank of the *Ulla*, whence the path ascends to the (20 min.) 'Plads' Røti, where the *Sillefos* becomes visible on the right and the junction of the *Ulla* and the *Aardøla* on the left. We cross the latter stream by ( $\frac{1}{4}$  hr.) an old Norwegian bridge and then ascend to (5 min.) the *Gaard Moen*, where travellers bound for Nystuen (p. 94) or Eidsbugarden (see below) usually spend the night (native beer, coffee without milk, and sometimes fish are alone obtainable).

FROM MOEN TO EIDSBUGARDEN, 10 hrs., an unattractive route (a horse should be taken as far as Breikvam). A sæter-track ascends past the numerous falls of the *Aardøla* to the (2 $\frac{1}{2}$ -3 hrs.) fisherman's hut of *Stetterust*, where the route to Nystuen mentioned at p. 94 turns to the S., while another path leads to the N. of the *Torholmen Vand*, at the S. base of the *Mansberg*, to (2-2 $\frac{1}{2}$  hrs.) the 'Fælæger' of *Breikvam* on *Lake Tyin*. If a boat can be obtained we cross to *Tvindehoug* and reach the route to *Eidsbugarden* mentioned at p. 141: if not we must walk round the N. end of the lake, fording the *Koldedøla*.

Our route continues to ascend. Below us to the left are the *Ulla* and the farm of *Volddal*. We then descend to the ( $\frac{1}{2}$  hr.) farm of *Svalheim* and ascend the *Ulla* to (40 min.) *Gjelle*, with the large *Gjellefos*. Here begins the *Vettisgjel*, a narrow ravine ('gjel') 4-5 Kil. in length, bounded by cliffs of immense height, and endangered in winter and rainy weather by avalanches and land-slips. The bridle-path first descends to the left, crosses the river, and reaches *Gaarden Skaaren*, just beyond which there is another bridge ('Johannebro 1880'). Farther on the path and the turbulent *Ulla* thread their way through a chaos of rocky debris. After  $\frac{1}{2}$  hr. we reach the \**Afdalsfos* (530 ft.), above which is a bridge. The scenery here is very imposing. The ravine ends  $\frac{3}{4}$  hr. farther on at the *Høljabakfos*, which is formed by the *Ulla* as it bursts forth from a wall of rock. The steep path now ascends to the *Høljabakken*, from which we have a view of the 'Plads' below, the *Gaard Vetti* above, and also of three small waterfalls to the left. In 25 min. more we reach —

**Gaard Vetti** (1092 ft.; capital accommodation at *Ansfnd Vetti's*). A rough path (guide unnecessary) leads hence, at first descending and then rapidly ascending, to ( $\frac{1}{2}$  hr.) the \**Vettisfos*, or *Vettismorkafos*, a fall of the *Morkadøla*, about 900 ft. in height, the finest fall in the Sogne district. An eminence on the right bank commands an admirable view of the fall, but a closer approach may be made by crossing a somewhat precarious-looking bridge to the left bank.

The ascent of the *Store Skagastølstind* (7875 ft.), formerly considered like that of the Matterhorn almost impossible, but now looked upon as comparatively easy, is usually accomplished from *Gaard Vetti*, with the assistance of *Jens Klingenberg* of *Aardal* as guide. The route crosses the *Ulla* and then ascends the steep *Stølsmaradal* to the *Maradals-Sæter*, where the night is spent. Next morning we make an early start, cross

the 'Næs' into the *Midtmaradal*, and ascend this valley to the *Midtmaradalsbræ*, 3 hrs. Our route then leads us over the glacier to its head (3600 ft.), also 3 hrs. After ascending for 1 hr. more we reach the ridge (3040 ft.) between the *Midtmaradal* and the *Skagastølsdal*, whence the final and steep climb to the top of the peak takes 2-2½ hrs. more.

The \*CIRCULAR TOUR ROUND THE HORUNGER (with guide, see above and p. 152; a horse must be obtained at Farnæs or Gjelle) is best arranged as follows. 1st Day: To *Gaard Vetti*, with a visit to the *Vettisfos* (see p. 100). 2nd Day: Viâ the *Vettismorka-Sæter* and the *Fleskedals-Sætre* (p. 156) to the *Skogadalsbøen* (p. 157) in 7-8 hrs., or in ¾ hr. more to the highest *Guridals-Sæter* (p. 158). 3rd Day: Across the *Keiser Pass* (p. 154) to the *Skagastøls-Sæters* (pp. 155, 161), and ascent of the *Dyrhangstind* (p. 162). 4th Day: Viâ *Fortun* to *Skjolden*, 1½-2 hrs. — Several mountain-ascents may be combined with this magnificent tour, such as the *Store Skagastølstind* (p. 100) and the *Stølsnaastind* (p. 156) from *Gaard Vetti*; the *Styggedalsstind* (p. 158) from *Skogadalsbøen*; the *Fanaruaik* (p. 151) and the *Styggedalsboin* (p. 162) from the *Helgedals-Sæter*. — Comfortable accommodation is obtained at *Vetti* alone; but the *sæters* of the *Fleskedal*, *Skagastøl*, and *Riingadn* are at least clean. A supply of provisions must be brought from *Aardal*.

### b. Lysterfjord. Jostedal.

STEAMBOATS, 'Sogn' and 'Lærdal', two or three times weekly: from *Lærdalsøren*, on Mon. 8 a. m. and Thurs. 5 a. m. by *Aardal*, *Offerdal*, *Solvorn*, *Marifjæren*, *Døsen*, to *Skjolden*, and on Sat. 8 a. m., touching only at *Solvorn*, *Ytre Kroken*, to *Marifjæren*, returning in each case in the afternoon.

The \**Lysterfjord*, the N.E. and longest (25 Engl. M.) ramification of the *Sognefjord*, presents a series of wild mountain landscapes, diversified by beautiful scenery of a softer type. On the W. side rises the precipitous *Haugmæl* (3811 ft.). In 2¼ hrs. after leaving *Aardal* the steamer reaches —

**Solvorn** (\**Hotel*, R. 1 kr., S. 1 kr. 20 ø.), a skyds-station, prettily situated on a bay in the W. bank of the fjord. The 'Sørensriver', or district-judge, inhabits the large building to the left. In the background rise the snow-clad mountains encircling the *Veitestrandsvand*.

A hilly road leads from *Solvorn* to the (2 Kil.) *Hafslo-Vand*, the bank of which is skirted by the road from *Marifjæren* to *Sogndal* mentioned below. — About 2 Kil. to the N. of the point where the two roads meet lies *Hillestad* (poor station; 4 Kil. from *Solvorn*, pay for 5) where, guides and horses are obtained for an ascent of the *Molden*.

From *Hillestad* the road leads viâ *Hafslo*, with a church and parsonage, to (8 Kil.) the S. end of the *Veitestrandsvand* (640 ft.), a lake 13 Kil. in length. We then row to the other end of the lake, where accommodation for the night can, if necessary, be obtained at the farm of *Heggestrand*. Thence on foot across the snow-fields of the S. *Jostedalsbræ* (p. 103) and through the *Veitestrandsskard* to the *Suphelle-Sæter* and on to *Fjerland* (p. 112), a fatiguing tour of a whole day (guide and provisions necessary).

On the promontory opposite *Solvorn*, in a charming situation, lies *Urnæs*, with its ancient 'Stavekirke' and 'giant tumuli' (*Kæmpehouge*). To the left towers the huge *Molden* (3665 ft.). On the right, about ½ hr. after leaving *Solvorn*, we pass the *Gaard Ytre Kroken*, famed for its orchards. A view is now obtained of the *Hestebra*, a part of the *Jostedalsbræ* to the N.W., to the left of

which is the Leirmohovd and to the right the hills of the Krondal (see below). In  $1\frac{1}{2}$  hr. more the steamer touches at —

**Marifjæren** (\**Jacob Thørv's Inn*), prettily situated on the *Gaupnefjord*, a branch of the *Lysterfjord*, and the best starting-point for a visit to the *Jostedal* ( $1\frac{1}{2}$ -2 days; see p. 103). A beautiful walk may be taken hence up the hill to the N.W. to the old church of *Joranger*, which commands a magnificent view of the fjord and the *Feigumsfos*, a waterfall 720 ft. high on the E. bank. To the S. of Marifjæren is *Gaarden Hundshammer*, whence part of the *Jostedalsbræ* is visible towards the N. On the beach are observed a number of large stones, which have been forced up into their present position by the ice covering the fjord in winter. — At the N.W. extremity of the *Gaupnefjord* lies *Røneid* (p. 104), 3 Kil. distant, reached by small boat in  $1\frac{1}{2}$  hour. (or by road).

THE ROAD FROM MARIFJÆREN TO SOGNDAL (22 Kil., pay for 33) affords a beautiful walk (6-7 hrs.) or drive (4-5 hrs.). Horses must be ordered in good time, as the station is a 'slow' one. The hilly road passes the base of the *Molden* (see above), which is very steep and not easily ascended on this side, and follows the course of the *Bygdeelv*. On the right, above us, lies *Joranger*. We pass a number of farms and cottages, chiefly on the sunny side (*Solside*) of the valley, and plantations of birches and alders. A little to the right lies *Fet*, with its old church. At the highest point of the road (about 1200 ft.) we obtain a view of the distant snow mountains to the S. of the *Sognefjord*, including the *Fresviksbræ* and the *Rambræ*. During the somewhat steep descent we obtain a magnificent view of the scattered village of *Hafslo* with the *Hafslovand* and the mountains of the *Sognefjord*, and at our feet lies —

8 Kil. (pay for 14) *Hillestad*, see above.

Beyond *Hillestad* the road skirts the E. bank of the *Hafslovand* and traverses a pine-wood, through which glimpses are obtained of the lake and the *Jostedalsbræ* to the N. The *Solvorn* road diverges here to the left. — Beyond *Gaarden Oklevig* the road attains its highest point, and then descends the numerous zigzags of \**Gildreskreden* (*Skreien*), where great caution is necessary in driving. Near the beginning of them is *St. Olafskilde*, a spring from which sick persons sometimes drink, devoutly making the sign of the cross with two sticks. In descending we obtain a magnificent view of the fjord. On our right rushes the *Ørreielev*, descending from the *Veitestrand* and *Hafslo* lakes, and forming the *Helvetesfos* and *Putesprang*. Below us lies *Naglaren*. The road now skirts the *Bursnæsfjord*. The glacier-worn rocks, with large isolated boulders resting on them at places, should be observed here. The vegetation gradually becomes richer, and oaks, elms, and ashes begin to appear. Passing through the *Børhul*, a curious aperture in the rock, the road ascends to the heights of *Kvam*, which afford another splendid view. At *Gaarden Loftenes*, on the opposite bank, the fjord contracts to a narrow channel, and the *Sogndalsfjord* now begins. We then reach *Hofslund* (good inn), the station for the adjacent *Sogndal* (p. 111), 14 Kil. (pay for 19) from *Hillestad*.

The upper part of the *Lysterfjord* is grand and picturesque, somewhat resembling the Lake of Lucerne. The steamer passes *Næs*, near the mouth of the *Gaupnefjord*, on the left, and the imposing *Feigumsfos*, a fine waterfall of two leaps, 1400 ft. in height, on the right, and next stops (1 hr.) at *Døsen* (\**Inn*), charmingly situated on the W. bank, near the old stone church of *Dule*.

From *Døsen* the traveller may ascend the *Daledal* by a horse-track, passing several farms and saters, to *Guard Kitchen*, beyond which there is

a steep climb over the *Vidde of Storhougen* (2600 ft.) to the *Vigdals-Sæter*. The path then descends to the W. through the *Vigdal*, passing the *Buskrednaase* on the right, to the gaards of *Øvre* and *Nedre Vigdal*. From the latter the path leads across a hill and then descends abruptly to the *Ormbergstøl*. We then cross the *Jostedalselv* to *Myklemyr* (p. 105) or proceed towards the N. to *Gaard Ormberg* and over the bridge (p. 105) to the road leading to the church of *Jostedal* (p. 105), 27 Kil. from *Døsen* (a fatiguing walk of 9-10 hrs.; guide necessary).

From *Døsen* the steamer proceeds (twice a week; at other times a rowing boat, 'Sexring', from *Marifjæren* in 3 hrs.) in another hour to *Skjolden* (\**Inn*), prettily situated at the end of the *Lysterfjord*. To the E. rises the snow-clad *Fanaraak*; in the foreground, to the right, is *Eide*; to the left is *Bolstad*.

*Skjolden* lies at the entrance of the sombre *Mørkereidsdal*, which is about 12 Engl. M. in length and contains the pleasant farms of *Skole*, *Bolstad*, *Thohaug*, *Moen*, and *Mørkeid*. Beyond these are several sæters: the *Knivebakke-Sæter* to the left, the *Dul-Sæter* and the *Dalen-Sæter* to the right, and then the *Fosse-Sæter* and the *Rausdals-Sæter*. On both sides lofty fjelds and glaciers rise abruptly from the valley (comp. the *Map*, p. 99). From the *Rausdals-Sæter* we may proceed to the W. over the *Fjeld* and through the *Martedal* and *Fagerdal* to the *Gaard Faaberg* (p. 106) in the *Jostedal* (one day).

From *Skjolden* to the *Fortundal*, the *Horunger*, and to *Røjshjem*, see pp. 160, 152-149.

#### EXCURSION TO THE JOSTEDAL.

This excursion takes 1½-2 days. On arriving at *Marifjæren* (p. 102) the traveller should immediately order a carriage, and take dinner while it is being got ready. The drive to *Sperle* or *Jostedal*, where the night is spent, takes 5-6 hrs., while the walker can complete the distance in almost as short a time. On the following morning we walk or drive to *Kroken* (2 hrs.) and the *Nigardsbræ*, returning to *Marifjæren* the same afternoon. — As the stations of *Marifjæren*, *Myklemyr*, and *Kroken* are all 'slow', it is usual to hire the *Stolkjærre* for the whole tour (to *Kroken* and back 8 kr.). Riding is not recommended (horse 7 kr.).

Those who wish to pass from the upper *Jostedal* to the *Nordfjord* proceed from *Kroken*, after visiting the *Nigardsbræ*, to (¾ hr.) the *Gaard Faaberg*, where they dine and obtain a guide for the glacier. The night is spent in *Faabergstøl*, and *Gredung i Stryn* (p. 190) is reached next day. As the guides in summer prefer to cross the *Jostedalsbræ* at night, it is desirable to reach *Faabergstøl* early in the afternoon, so as to have time for several hours' sleep. Within the last few years the *Jostedalsbræ* has several times been crossed in the opposite direction viâ the *Bergseters* (p. 105; comp. p. 193).

The \**Jostedal*, like almost all the Norwegian valleys, is a rocky rift or ravine in the midst of a vast plateau of snow and ice. The W. part of this plateau consists of the *Jostedalsbræ*, the most extensive glacier in Europe (470 Engl. sq. M.), with its ramifications the *Hestebæ*, *Tværdalsbræ*, *Vasdalsbræ*, and *Røikedalsbræ*, while the E. half is formed by the *Spørtegbæ* and numerous 'snow-clad 'Næser'. The sides of the plateau enclosing the narrow *Jostedal*, which is watered by the *Jostedalselv*, are usually almost perpendicular. At intervals they recede, forming wider basin-like openings in the valley, which are accompanied by barriers of rock running athwart the stream and indicating the different zones of the valley. The sides of the valley, sometimes

attaining a height of 3000 ft., are generally wooded, and are often broken up by transverse rifts and crevices, from which mountain-streams and waterfalls descend into the valley. The glaciers ('Jøkler') and snow-fields ('Fonner') are, however, scarcely visible, till we reach the head of the valley, where parts of the Jostedalsbræ come into view. The *Nigardsbræ* in particular projects far into the valley near Kroken, and having been long known and frequently explored by *Forbes*, *De Seue*, *Durocher*, *Bohr*, *Naumann*, and others, has made the Jostedal the most celebrated of the glacier-valleys of Norway. — The whole valley forms a single parish with a population of 850 souls, most of whom live in rather prosperous circumstances. Lately, however, many of them have emigrated to America. Grain is cultivated as far as the Nigardsbræ. The heat in midsummer is excessive, and in winter the thermometer sometimes falls 30° below zero (Fahr.).

*Murifjæren*, see p. 102. The road skirts the base of the precipitous mountains on the W. bank of the *Gaupnefjord*.

3 Kil. **Røneid** (\**Jacob Moland's Inn*), which we may also reach by small boat (1½ hr.). Carriages may generally be procured here. The delta which the *Jostedalselv* here forms as it falls into the fjord contains several small farms and the church of *Gaupne*. Above it rises the *Raubergsholten*.

The road ascends the Jostedal on the right bank of the river, which is turbulent and muddy. Until late in the afternoon the road is quite exposed to the sun. The bottom and slopes of the valley are here carefully cultivated. The road skirts an old moraine and crosses the *Kvæne-Elv*. At this point begins a series of huge and shapeless rocks, which flank the road all the way to Leirmo. In front of us rises the *Leirmohovd*. After crossing the *Fondøla*, the road turns to the right to the gorge of *Hausadn* ('Hausane', the houses), whence a retrospect is obtained of the twin peaks of the *Asbjørnmaase* (5270 ft.). From the rocky wall on the right the *Ryfoss* falls into the valley. A little farther on we reach the first of the curious basin-like expansions of the Jostedal (see above), which takes its name from the hamlet of *Leirmo*, on the hill to the left. (From Leirmo we may visit the *Tunsbergdalsbræ*, 8 Engl. M. in length, the most important of the offshoots of the Jostedalsbræ. Comp. p. 105.) Our route crosses the foaming *Tunsbergdals-Elv* near a picturesque saw-mill. To the right towers the precipitous *Kolnaase*. The river now expands and a little farther up fills the whole floor of the valley.

14 Kil. *Alsmo*, situated upon an old moraine ('mo'). Soon after the road ascends through the rocky and wooded *Haugaasgjel*, or gorge of the *Haugausen*, for about 300 yds. Almost perpendicularly below us, to the right, are the Jostedalselv and the *Vigdøla*, which here form several fine falls. To the left a glimpse is obtained of part of the Jostedalsbræ. A little farther on we

obtain a fine \*View of the deep and imposing basin of Myklemyr, formerly occupied by a lake; to the right is the *Gjel*, used in winter by sledges, while to the left is the *Hompekulen*, above which lies the *Hompedals-Sæter*. Directly opposite to us, to the right, is the *Vungsen* (see below), the loftiest mountain in the Jostedal. We now descend rapidly into the basin, which has been frequently devastated by the river, passing the farms of *Myten*, *Teigla*, and *Æn*. Then —

22 Kil. **Myklemyr** (accommodation at *Anders'*; slow station). The route now traverses a narrower part of the valley, passing the large farm of *Ormberg* on the right, and then enters another small basin, with the farms of *Fossen* and *Dalen*. A narrow \*Gorge, with a bridge leading to *Ormberg* (see p. 103), connects this basin with the next, which contains the *Sperleøen* on the left, and the farm of *Aasen* on the right. The road then crosses a rocky barrier, from the top of which a good view is obtained of the *Liaulen*, the *Jostedalsbræ*, and the basin of *Sperle*. Passing a school on the right we now reach *Gaarden Sperle* (tolerable quarters), above which, to the left, is the waterfall of the same name, descending from the *Listølsbræ*. Beyond *Sperle* we ascend a steep incline, at the top of which we pass through wood and cross the *Nedre Lid*, where the 'Gjel', or ravine, of that name opens to the right. In about  $\frac{3}{4}$  hr. we reach another beautiful basin, in which lies the —

**Jostedals-Kirke** (658 ft.). Good accommodation is obtained if required at the house of the clergyman ('Sogneprest'), who, however, refuses all remuneration. Travellers who accept his hospitality usually show their appreciation of it by sending him a memento of their visit on reaching home.

Beyond the church we pass, on the left, the *Bakkefos*, which descends from the *Strondafjeld*, and near it the *Øvre Gaurd*. Another wide expansion is then reached, into which the *Gjeitsdøla* precipitates itself in three beautiful falls. To the S.E. rises the imposing *Vangsen* (5712 ft.), with a large glacier on its N.E. slope, which may be visited from Jostedal (4 hrs.). Between the valleys of *Vanddal* and *Gjeitsdal*, which here open to the right, is the pyramidal peak of the *Myrhorn*, rising from the great *Spørtegrbræ* behind. At the *Guard Gjeidet* (1 hr. from the church; milk), we cross the stream issuing from the *Krondal*, which is flanked on the right by the *Haugenaase* (4260 ft.) and on the left by the *Vettenibben* and *Grønneskredbræ*. At the upper end of the *Krondal* lie the three *Bergsætre*, at which the route, mentioned at p. 193, from *Naesdal* over the *Jostedalsbræ* ends.

A path ascends hence through the *Krondal* and then to the left through the *Røikedal*, crossing the height at the head of the latter, to the *Tunsbergdalsbræ*, whence we may descend to the *Tunsbergdal* and via *Leirmo* to the road in the Jostedal (see p. 104).

Farther on the road crosses a hill, which affords a fine retrospect of the part of the valley just traversed. In the other direction

the view of the Nigardsbræ now opens before us, the best point of view being the bridge at the *Berge-Sæter*.

10 Kil. *Kroken* ('slow' station; poor quarters), where guides for the glacier are procured (25-50 ø.). From the bridge we proceed to the left to the lowest gaard, and then on to the highest, named the *Nigard*. Hence the route ascends the old moraine ('Bræ-Vör'), which commands a magnificent view of the \**Nigardsbræ*, a huge stream of ice between the *Haugenaase* (4260 ft.) and the *Liarlen*. A descent to the edge of the glacier is not recommended. The walk from *Kroken* to the moraine and back occupies 1 hr., that to the margin of the glacier and back the same time.

FROM KROKEN ACROSS THE JOSTEDALSBRÆ TO GREDDUNG I STRYN (on the Nordfjord), 12-14 hrs. (guide 16-24 kr.). A good sæter-track ascends to ( $\frac{3}{4}$  hr.) *Gaard Faaberg* (1314 ft.; tolerable quarters), where *Rasmussen Larsen Faaberg*, the best guide, lives. The traveller should find out in Jostedal or *Kroken* whether he is at home, and if not should hire another guide at *Kroken*. [From *Faaberg* a path leads through the *Fagerdal* to the *Mørkereidsdal*, see p. 103.]

The path then ascends, between the *Liarlen* and the *Hamrene*, to the *Bjærnestegadu-Sæter* in the *Stordal* and (1½ hr.) the sæter *Faabergstøl* (1870 ft.; tolerable quarters), where the night is usually spent. To the W., immediately above the sæter, extends the *Faabergstølbræ*.

We now ascend the desolate *Stordal*, passing the *Oi-Sæter*, where the path to the *Gudbrandsdal* over the *Hanspikje*, mentioned at p. 163, diverges to the right. Farther on we keep to the left and in 1½ hr. reach the *Lodalsbræ* (5350 ft.), which we ascend to the right to the *Jostedalbræ*. The highest point of the latter is reached to the right of the *Lodalskaupe* (about 6900 ft.). This ascent is very fatiguing, but the view is one of surpassing grandeur.

The descent to *Gredung* takes 56 hrs. We first cross the creviced *Gredungsbræ* or *Erdalsbræ*, which lies between the *Stornuase* and the *Klubben* (5150 ft.), and then descend by a very rugged path past the *Skadrene* to the lower end of the glacier (2300 ft.). The valley now becomes less steep, and the sæter of *Gredungsstøl* and the gaard of *Gredung* are reached without farther difficulty (see p. 190).

### c. Aurlandsfjord and Nærøfjord.

STEAMBOATS 'Sogn' and 'Lærdal' usually twice weekly from *Lærdalsøren* to *Gudvangen* viâ *Aurland*, and twice to *Gudvangen* direct.

*Lærdalsøren*, see p. 97. — Opposite the promontory of *Fodnæs* (p. 99) opens the valley of *Vindedal*, with the *Store Graanuase*. Farther on, to the left, rise the *Glipsfjeld* and, beyond *Refnæslangen*, the huge *Blejan* (see below). To the right, charmingly situated on the *Amblebugt* (p. 110), lies *Amble* (Inn), which is usually touched at only by the steamers going to *Bergen*. In front of us is the *Fresviksfjeld*, with its glaciers. The steamer then passes the *Indre Frøningen* and calls at (1½ hr.) *Ytre Frøningen* on the main fjord. On a green plateau, about 400 ft. higher, lies the *School House*, attended by the children of this very scattered district.

From *Ytre Frøningen* the huge *Blejan* (5560 ft.) may be ascended in 6-7 hrs.; it commands an admirable view of the *Sognefjord*, the *Jostedalbræ*, the *Horunger*, the *Jotunheim Mts.*, the *Hallingdal*, and *Voss*. The fjord itself is best seen from the brink of the *Lemeggen* (5190 ft.). a









cliff descending almost perpendicularly to the N. — The ascent from Frøningen is steep. An easier route is from *Vindedal* (see above; poor accommodation), which may be reached from Lærdalsøren by small boat. The best plan is to pass the night at the *Vindedals-Sæter*, 1½ hr. above Vindedal and 2-3 hrs. from the top.

The steamboat turns to the left and steams round the *Saganæs* into the \**Aurlandsfjord* (see the *Map*, p. 99), passing *Fresvik* (p. 110), and the precipitous *Nuten* to the right. To the N.W. lies *Lekanger* (p. 111), below the *Gunvordsbræ*; to the S. rises the *Syrdalsfjeld* with the *Steganaase* (see below). The Aurlandsfjord and the *Nærøfjord* which diverges from it (see below) are two enormous ravines with precipitous rocky banks, 3000-4000 ft. in height, forming the slopes of the higher mountains behind, most of which are not visible from the lake. As these banks are intersected at places by side-valleys descending to the lake, they are often divided into sections somewhat resembling the lofty gables of mediæval houses. Being rocky and barren, they are almost entirely uninhabited; but houses are occasionally observed high above the lake, perched on some apparently inaccessible rock. Over these abrupt slopes are frequently precipitated waterfalls of great height, partly perpendicularly, and partly in the form of streaks of foam gliding over the dark-brown rock, and reflected in their whole length in the unruffled water of the sombre fjord. Their monotonous murmur alone breaks the profound silence of the scene.

The first place in the Aurlandsfjord is *Buene*, to the left, with a 'slide' for shooting down timber from the forests above. Then *Simlenæs*, and farther on the *Fyssefos* to the right, and *Brednæs* or *Breinæs*, a group of poor houses on the left. The *Kolarelv* and *Kolartop* are also seen to the left. We next pass the entrance to the *Nærøfjord* (between *Nærønæs* and *Beiteln*) on the right, and enter the S.E. arm of the Aurlandsfjord. On the hill to the right are the *Steg-Sæters*, with two waterfalls. To the left a precipitous slope with the gaards of *Nedberge*. Farther on, to the right, is *Underdal*, prettily situated, with a church, whence the *Steganaase* ('ugly' or 'terrible nose'; 5665 ft.), the highest peak of the *Syrdalsfjeld*, may be ascended via the *Melhus-Sæter*. Opposite, to the E., rises the long *Flenje-Eg*, to the N. of which rises the double-peaked *Jelben*, to the S. the *Flenjanaase* (4840 ft.). The fjord now widens considerably. The mouths of several deep ravines are passed. To the left the gaard of *Skjerdal*. The steamer stops at —

**Aurland** or *Aurlandsvangen* (\**Brun's Inn*, suitable for a long stay), the principal hamlet in the *Vasbygd*, with a small stone church, from which a route leads past the *Aurlandsvand*, up the imposing *Galder* of *Sønnerheim*, to the *Hallingdal* (see pp. 85, 84).

The interesting *Flaamsdal* (*Flaam* or *Flaum* signifying a flood, or swollen river) may be visited by rowing to *Gaarden Frøtheim*, at the head of the fjord, 6 Kil. distant from Aurland, and walking or riding thence along the *Moldatrø* to *Gaarden Melhus* (1294 ft.), where the night

may be spent, or to *Gaarden Kaardal*, the highest house in the valley (3-4 hrs.). The finest points in the Flaamsdal are the hill above the church of *Flaam*, the *Riondefos*, *Vibesnaase*, and the *Brakramsgjøl* (*Gjøl* or *Gil*, 'cleft', 'ravine').

FROM AURLAND TO VOSSEVANGEN (3 days). 1st Day: to *Kaardal*, as above. 2nd Day (guide desirable as far as Opstøl): a steep ascent of about 2000 ft. to the *Gravahals* (*Hals* signifying 'pass'; 3728 ft.), following the telegraph-wires; then a descent to the *Rundeoug-Sæter* and *Opstøl* in the district of Voss, whence the path follows the *Rundalselv* to *Almendingen* (in all 12-14 hrs.). 3rd Day: bridle-path to (17 Kil.) *Kløre*, and road thence to (9 Kil.) *Vossevangen*. — Above *Kløve* is the so-called *Sverresti* ('Sverre's path'), which is said to have been traversed by King Sverre and the Birkebeiner in 1177 (see p. xlix). — From the head of the *Rundal*, which is entered a little to the S. of the *Gravahals*, and which will eventually be traversed by the Bergen and Christiania Railway, another route, diverging to the left, leads to (6-7 hrs.) *Ose* on the *Osefjord*, a branch of the Hardanger (p. 60). A rough mountain-track also leads from *Almendingen* direct to (6-7 hrs.) *Ulvik* (p. 59).

FROM AURLAND TO LERDAL (2 days). This is an interesting route for pedestrians, traversing magnificent mountain-scenery. 1st Day: steep ascent of about 4000 ft. between the *Blaaskåvt* (*Skåvt*, 'snow-drift') on the N. and *Heiskarsnuten* on the S., and afterwards passing the lofty *Hodnsnipe* on the right, to the *Hodnsæter* (8 hrs.). — 2nd Day: to the *Skalesæter* and ascend the *Barshøgda* (1635 ft.), commanding a fine view as far as the Høringur, and of the Jøranaase with the *Troldeifjeld*. A rough sæter-path then descends to the (7 hrs.) church of *Tønjum* in the *Lerdal* (p. 97), from which *Lerdalsøren* is 10 Kil. distant by the high-road.

The steamer now retraces its course for some distance, affording a fine view of the *Troldeifjeld* to the N.W., steers round the peninsula of *Beitefn*, and enters the strikingly grand and severe \**Nærofjord*, the S.W. branch of the Aurlandsfjord (comp. the *Map*, p. 106). At the entrance to this fjord we see in the distance the lofty mountains on the W. side of the *Nærødal* (p. 109). To the left rises the peak of the *Krogegg*, to the right the *Løgdælv*, a waterfall nearly 1000 ft. high. Farther on a fine view is enjoyed to the left of the snowy amphitheatre of the *Steganaase*, beyond which is the *Gjeiteggen*, lying even at noonday in a dark shadow. A little beyond *Dyrdal*, which lies on the right, at the mouth of the valley of that name, the fjord contracts to a narrow defile, bounded by precipitous rocky mountains of immense height. On the left rises the *Middagsberg*, at the foot of which lies *Styve*. Farther on a number of falls descend from the snow-fields to the left, while the *Dyrfjeld* rises to the right. We next pass, on the left, the *Rauegg* and the *Nissedalselv*, the latter descending from the *Store Bræen* and the *Skammedalshøidn*, neither of which is visible from the steamer. To the right is a magnificent waterfall, upwards of 3000 ft. high, descending from the *Ytre Bakken*. The fjord now turns more to the S., and comes in sight of the waterfall of the *Bakkeelv* and the church of *Bukke*, with a cluster of poor cottages. Pleasant walk hence to *Gudvangen* by the road. The mountains of the *Nærødal* are now very prominent. This is probably the finest part of the fjord. Farther on, several waterfalls are seen on both sides.

**Gudvangen.** — <sup>1</sup>HANSEN'S HOTEL AND STATION, R. 1, B. 1, D., with beer, 2 kr.; HELLAND'S HOTEL. — *Carriages* (to Vossevangen &c.), await the arrival of the steamer. — *Diligence* to Vossevangen, see p. 78.

*Gudvangen*, a hamlet on the *Nærødalselv*, at the head of the *Nærøfjord*, 5 min. from the landing-place, lies in so confined a situation that it is not reached by the sun's rays throughout the whole winter. On the E. rises the *Sjerpenuit*, on the W. the *Solbjørgenuit*. From the *Kilsboten*, to the N. of the former, is precipitated the *\*Kilefos*, a waterfall resembling the Staubbach, 1850 ft. in height, beginning with a perpendicular fall of 500 ft. and terminating in a cataract. On the right of the fall is the *Hestnæsfos* and on the left the *Nautefos*, which unite with it at one point and afterwards separate.

Gudvangen is the best starting-point for an excursion to the *\*Nærødal* (a walk or drive of 5-6 hrs. there and back), which forms the landward continuation of the fjord and preserves the same wild and imposing character. About 20 min. from Gudvangen the road crosses the exquisitely clear river. To the right towers the huge *Jordalsnut* (3600 ft.), which consists of light-gray felspath. On the rocky precipices on either side are seen traces of the numerous avalanches (*Skreder*) which fall into the valley in the early part of the summer. The road gradually ascends past the houses of *Sjerpung* and *Hylland*, and (about 9 Kil. from Gudvangen) reaches the *\*Stalheimsklev* (*Klev*, 'cliff'), a precipitous slope, about 1000 ft. in height, which terminates the valley. The road ascends the 'Klev' by means of sixteen somewhat steep zig-zags, the ascent of which takes nearly an hour. On the right is the *\*Sevlefos*, on the left the *\*Stalheimsfos*, two picturesque waterfalls. Looking back from the top of the pass (1120 ft.), we enjoy a very striking <sup>\*\*</sup>View of the profound and sombre *Nærødal*, with the huge rounded rocky summit of the *Jordalsnut* on the left, the *Kaldafjeld* (4265 ft.) and the *Aaxlen* on the right, and the *Kilefos* in the distance, near Gudvangen. Somewhat nearer us is the mountain-route of *Naalene*, leading from the *Guard Brække* to the *Gaard Jordal*. This view is justly considered one of the grandest in Norway. A little beyond the summit of the pass we reach —

13 Kil. (pay for 17 in the reverse direction) *Stalheim i Vossestranden* (see p. 79; new Hotel, opened in 1885). Travellers who do not intend to proceed to Vossevangen turn here.

#### d. From Lærdalsøren to Bergen by Steamer. The W. Sognefjord.

31 M. STEAMBOAT from *Lærdalsøren* to *Bergen* 3-5 times weekly in 14-24 hrs. (fares 12 kr. 40, 7 kr. 75 ø.). Each of the steamers slightly varies its route on each trip, so that it is only at the most important stations that they touch regularly in each direction. Such stations are indicated in the present route by being printed in heavy type. (See 'Communicationer'.) The distance between the stations are given in Norwegian nautical miles, one of which is equal to 4 Engl. M.

*Lærdalsøren* (p. 97), as already mentioned, is the most im-

portant place on the Sognefjord, being the starting-point of the routes to Christiania through Valdres and through the Hallingdal, and also of the local steamers to the western branches of the Sognefjord, which have been already described. The first station on the steamboat route from Lærdal to Bergen is —

2 M. *Amble*, see p. 106. A road leads hence, passing *Gaurden Heiberg*, to (2 Kil.) *Kaupanger*, beautifully situated at the head of the *Bay of Amble*, which somewhat resembles a large crater. It is not a steamboat-station. The small *Stavekirke*, now restored, dates from the time of King Sverre (12th cent.). The landscape is diversified here by a number of fine elms and ashes. From Amble to Sogndal the steamer usually takes 2½ hrs. or more, having a circuit of 25 Engl. M. to perform, while the direct distance is only 8 M.

FROM AMBLE TO SOGNDAL (13 Kil.). The direct route is by a good road to (2 Kil.) *Kaupanger* (see above), beyond which it ascends, commanding a magnificent retrospect of the Sognefjord and particularly of the precipitous slopes of the snow-clad *Blejan* (p. 106). The road then enters a pine-forest, and descends past several large farms (each provided with a 'Stabbur' and belfry with the 'Mauklaukk', or bell to summon the labourers to meals) to (7 Kil.) *Eide* (a poor station). A road skirting the *Eidsfjord* leads hence to (6 Kil.) *Loftesnes*, a substantial farm-house opposite Sogndal, to which the traveller crosses the *Sogndalsfjord* by boat. It is, however, preferable to row from Eide to Sogndal (6 Kil., in 1 hr.; boat with two rowers 1 kr. 8 ø.), passing the picturesque *Storhoug*, a mountain furrowed by avalanches, and traversing the *Eidsfjord*, in which herrings (*Sild*) are frequently caught in large numbers. To the N.W. rise several snow-clad mountains. The water in this bay is almost entirely fresh on the surface, but is saltier in its lower strata.

2 M. *Frøningen* (p. 106), at which the larger steamers rarely touch, lies on the S. bank of the fjord, and is reached in 1½ hr. from Amble.

1½ M. *Fresvik*, a small station on the S. bank of the Sognefjord, at the entrance to the Aurlandsfjord (p. 107), lies at the N. base of the *Nonhaug* (*Non*, 'noon', or rather 2 or 3 p.m., when the sun appears over this *Haug*). To the E. is *Nuten* with the *Saltekjelnæs*. A very interesting excursion may be taken to the *Fresvik Glacier* to the S.W. (driving practicable part of the way). A mountain path leads hence through the *Tundal* and *Jordal* to (8 hrs.) *Stalheim* (see above), on the road from Gudvangen to Vossevangen.

The steamer now steers towards the N., passing the promontories of *Hønsene* ('the poultry') and *Meisen*, and enters the narrow *Sogndalsfjord*, an arm of the Sognefjord about 10 Engl. M. in length. On the left *Gaurden Lunden*; on the right is *Fimreite*, on a fertile hill, commanded by the mountain of that name (257½ ft.) rising above it. On 15th June, 1184, Magnus Erlingsson was signally defeated and slain here by King Sverre. Passing through the narrow *Norefjord* (with the peninsula of *Nordnæs* on the left), we enter the *Sogndalsfjord* strictly so called, the smiling banks of which form one of the best cultivated districts in Norway. On the left rises *Olmheims Kirke*. *Furdal* lies at the mouth of the *Øverste*

*Dal*. On the right opens the *Eidsfjord*, on the bank of which rises the *Storhoug* (3940 ft.). On the left lies *Gaarden Stedje* (or *Steie*), with its thriving orchards.

3 M. **Sogndal** (*Hotel*, closed; the other Inn is poor), consisting of *Sogndalskirke*, *Hofslund*, and *Sogndalsfjæren* (*Fjære*, 'beach'), reached by steamer in 1½ hr. from *Fresvik*, lies on an old moraine through which the *Sogndalselv* has forced a passage. The beauty of the situation is enhanced by the lofty mountains in the neighbourhood (*Storhougen*, to the S.; *Skriken*, 4120 ft., to the W.; and *Njuken*, to the N., which last may easily be ascended in 3½ hrs.), and by the comfortable-looking farm-houses on the banks of the fjord, among which that of *Aaberge* to the N. is especially conspicuous. After the battle of *Fimreite* the victorious *Birkebeiner* are said to have burned a hundred farm-houses here in one day. A pleasant walk may be taken on the bank of the river to the *Waterfall*, where there are several mills, and then to the S. to the picturesque timber-built Church, a *Bautastein* adjoining which bears the Runic inscription: '*Olafr konungr saa ut mille staina thessa*'. The road may then be followed to *Stedje*, with its two large *Kæmpehouge* ('giant tumuli'), whence we may return to *Sogndalsfjæren* by boat (an excursion of 1 hr. in all).

FROM SOGNDAL TO FJÆRLAND (10-12 hrs.). A tolerable road ascends from *Sogndal* to (11 Kil.) the *Sogndalsvand* (1500 ft.), on which we row to (6 Kil.) *Gaarden Selseng* at its N.W. end. From this point the traveller may ascend *Thorstadnatten*, which commands an imposing view of the *Togga* (4900 ft.), the *Fruhest*, the *Barnekona*, and the *Jostedalsbrø*. To the E. the *Horunger* are visible in clear weather. — The path now ascends the *Longedal*, passing several sæters, to the central of the three depressions in the mountain, about 4000 ft. above the sea, to the left of which rise the summits of the *Frudalsbrø* (5150 ft.). It then descends the *Bergedal* to *Gaarden Berge* on the E. bank of the *Fjærlandsfjord*, from which a boat conveys us in 1 hr. to (6 Kil.) *Fjærland* (see p. 112). From *Sogndal* to *Marifjæren*, a beautiful walk or drive of 28 Kil. see p. 102.

Returning to the central highway of the *Sognefjord*, the steamer steers towards the W. and touches at —

3 M. **Lekanger** or *Leikanger* (\**Inn of Herm. Bruus Enke*, suitable for a prolonged stay, R. 1, B. 1, D. 1½ kr.), situated on the beautiful and fertile N. bank of the fjord, known as the *Sjøstrand*. To the E. lies *Gaarden Henjum*, with a quaint '*Stue*' (wooden house) of the 17th cent., and to the W. *Gaarden Husebø*, with a lofty *Bautastein*.

A day's excursion may be taken from *Lekanger* to the N. through the *Henjumdal* to the *Guvvordsbrø* (5150 ft.).

On the opposite bank of the fjord lie *Fejos*, where a steamer touches once weekly in each direction, and *Vangsnæs* ('meadow promontory'), commanded by huge mountains in the background. From *Fejos* mountaineers may ascend the \**Rambæren* (5250 ft.) and the \**Fresviksbrø* (5150 ft.).

Opposite *Vangsnæs* the *Fjærlandsfjord*, which is only occasionally visited by the steamers, opens to the N.

The \*Fjærlandsfjord extends to the N. for a distance of 19 Engl. M., and is terminated by the *Bojums-Jøkel* and the *Suphelle-Jøkel*, the S. offshoots of the Jostedalbræ. Its banks are very imposing, though less precipitous than those of the Nærøfjord (p. 108). On the left, near the mouth of the fjord, diverge the *Sværefjord* and the *Vellefjord* (see below). On the right, above the *Rommedal*, rises the *Rommehest* (4120 ft.), which may easily be ascended, and commands a mountain-view of the grandest description. The steamer stops at *Fjærland* or *Mundal* (Inn kept by *Aasmund Mundals Enke*), 2 Kil. from the head of the fjord; accommodation may also be obtained at *Gaarden Vaatevik*, 4-5 Kil. from the pier. From either of these points each of the two great glaciers may be visited in 5 hrs. (there and back, guide unnecessary). The steamers stop half-a-day at Fjærland, allowing ample time for the excursion. Stolkjærres may be hired on shore here.

The \**Store Suphellebræ*, in the Suphelledal, 2 hrs. to the N.E. of the steamboat-pier, descending to within 150 ft. of the sea-level, is one of the lowest glaciers in southern Norway. The last 20 min. must be traversed on foot. The lower part of the glacier, however, consists merely of the fragments of ice which fall over the rocks from the proper glacier above. The ice here is of a bright blue colour. — About 1 hr. higher up lies the \**Vellebræ* or *Lille Suphellebræ*, which is remarkable for the purity of its ice. — The *Skeidesnipa* (4725 ft.) separates the Great Suphellebræ from the \**Bojumsbræ*, the foot of which is 600 ft. only above the fjord, presenting a huge ice-fall.

From *Hillestad* to *Fjærland*, see p. 101; from *Sogndal* to *Fjærland*, see p. 111.

The Sognefjord here trends suddenly to the S. The next steamboat-station is —

2 M. *Balholmen* (\**Inn*), the principal village on the fertile *Balestrand*, finely situated at the mouth of the small *Essefjord*, near the entrance to the *Fjærlandsfjord*, which may also be visited from this point. Balholmen is also a good starting-point for several other interesting tours. The imposing mountain-background consists of *Gjeiterryggen*, *Vindrekken* (3875 ft.), and *Guldøple*; farther to the N. are *Furunipa* and *Toten*. Between the Guldøple and Furunipa is the curious gap called *Kjeipen* ('rowlock', from the supposed resemblance). The \**Munkeg*, to the S., which is easily ascended, commands a striking view.

The Balestrand is commonly supposed to be the scene of Tegnér's 'Frithjofs Saga'. At *Gaarden Flesje*, 6 Kil. to the S., King Bele's tomb (*Gravhøug*) is pointed out, while the fertile promontory of *Vangsnæs* opposite is said to be the *Framnæs* of Frithjof ('the robber of peace'). To the N. of Balholm is the very picturesquely situated church of *Tjugum*. Shortly before we stop at Balholmen, the deck of the steamer affords a view of the *Vellefjord* with its glacier-background, but not of the N. end of the Fjærlandsfjord (see above).

FROM BALHOLMEN TO SANDE (2 days). 1st Day. Row up the *Sværefjord* to (11 Kil.) *Gaarden Sværen* at the head of the bay (tolerable quarters); ascend through the valley (3 Kil.), and then by a steep and rugged path to the *Svareskard* (2300 ft.), a pass between lofty mountains, whence a fine retrospect is obtained towards the Sognefjord; the route next traverses a boggy and sterile plateau to the watershed, descending from which it soon reaches a seter (about 5 hrs. from Sværen); it descends thence, passing a small lake, and traversing wood at places, to another seter, crosses the river, and leads over marshy ground to *Mjell* (8-10 hrs. walk in all).

— 2nd Day. From Mjell by a bridle-path to *Gaarden Hof*, and thence by a road to the pretty *Viksvand*, a lake about 1 Kil. long, which is traversed by boat, passing the island and chapel of *Hæstad*; thence by road to *Sande* (p. 180); a walk of 3-4 hrs. and a row of  $1\frac{3}{4}$  hr. in all).

FROM BALHOLMEN TO FØRDE (2 days). 1st Day. Row to (12 Kil.) *Ulvestad*. at the head of the \**Vetleffjord*, and follow the road thence to (6 Kil.) *Mell*, near which an offshoot (*Jøkel*) of the *Jostedalbræ* descends into the valley; thence, with a guide, to *Grøneng* at the N.E. end of the *Haukedalsvand* (rough and fatiguing; 7-8 hrs.). 2nd Day. From *Grøneng* viâ *Holsen* and *Mo* to *Førde* on the *Førdefjord* (10 hrs.; road).

Leaving Balholmen, the steamer usually steers due S. to —

2 M. **Vik** (\**Inn*), beautifully situated on a bay on the S. side of the fjord, with fertile environs and snow-mountains in the background. To the left rises *Rambæren*. The two old churches, one built of timber, the other of stone, are interesting. Numerous boat-houses (*Nøst*, locally pronounced *Nausht*). To the N. the *Vettebræ*, a branch of the *Jostedals Glacier*, is visible; more to the right is the *Tvindefos*.

A carriage-road ascends the valley behind Vik for about 10 Kil. — Interesting mountain-routes (about 8 hrs. each) lead hence to *Statheim* (p. 109), to *Vinje* (p. 79), and to *Gulbræa* in the *Exingdal* (guide necessary in each case).

Soon after leaving Vik the steamboat passes a promontory on the left, on which is placed a '*Gilje*', or apparatus for catching salmon, with waterfalls painted on it with a view to attract the fish (comp. p. 229).

2 M. *Nese i Arneffjord*, with an old church, picturesquely situated in its bay on the S. side of the Sognefjord, is commanded by an imposing background of mountains about 3000 ft. in height, which are green to their summits. Through the intervening depressions snow-fields are seen in the background. — About  $1\frac{1}{2}$  M. to the S.W., on the S. side of the main fjord, lies *Ortnævik*, where the steamers occasionally touch, 1 M. to the N. of which, on the opposite bank, lies —

$2\frac{1}{2}$  M. *Maaren*, prettily situated, with a waterfall near it. The white water-worn cliffs bear traces of the great height to which they are sometimes washed by the waves.

$1\frac{1}{2}$  M. *Kirkebø* lies on the N. bank, nearly opposite the *Fuglsætfjord*.

$1\frac{1}{2}$  M. **Vadheim** (\**Station*, 'slow') is prettily situated at the head of the *Vadheimsfjord*, a bay on the N. side of the Sognefjord. On the left rises the imposing *Noreviksheimen*, to the right a hill with *Gaard Hovden*. To the E. lies *Hovland*. 'Overland Route' to Molde, see R. 21. (On the *Eikeffjord*, a bay on the S. side, about 15 Engl. M. to the S.W. of Vadheim, lies *Tredal*, at which a steamer touches once weekly in each direction.)

3 M. *Ladvik*, on the N. bank, the principal place in this part of the Sogn district, presents little attraction to travellers. A little to the E. of it is *Værholm*, where the steamers touch occasionally. To the S. of *Værholm*, on the opposite bank, is —

1 M. *Brække*, on the small *Risnefjord*, above which the *Stanglandsfjeld* rises to the W.

2 M. *Bøfjord* (or *Lervik*), on the small fjord of that name. To the N. of *Lervik* rises the *Lihest* (2370 ft.), at the head of the *Aufjord*. The magnificent scenery of the *Sognefjord* is now quitted; the mountains become lower and more barren, and the picturesque side-valleys disappear. The last station on the fjord is —

2 M. *Sognefest*, on the S. side, opposite which, to the W., rise the *Sulen-Øer*, a group of islands (the 'Solundare' of Frithjofs Saga), containing mountains 1800 ft. in height. The steamer now passes through the strait called the *Sognesjø*, and next stops at —

1 M. *Eivindvik* on the *Gulnefjord*, the famous seat of the ancient *Gulathingsslag*, a popular assembly, to whose jurisdiction all the western 'Fylker' from *Søndmøre* to *Rygjarbit* (now Christiansands-Stift and Bergen-Stift, including the Hallingdal and Valdres) were subject. The steamer now threads its way through the 'Skjærgaard' or network of islands to the N. of Bergen, inhabited by 'Striler', as the natives of this region are called, touching at (1 M.) *Skjærgehamn*, (4 M.) *Lygren*, and (2 M.) *Alverstrømmen*, and at length reaches —

3 M. *Bergen*, see R. 10.

## 15. From Christiania to Molde by the Gudbrandsdal and the Romsdal.

### Lake Mjøsen.

483 Kil. (300 Engl. M.). RAILWAY from *Christiania* to *Eidsvold*, 68 Kil. (42 Engl. M.), in  $2\frac{3}{4}$ - $3\frac{1}{4}$  hrs. (fares 4 kr. 80, 3 kr. 20, 1 kr. 60 ø.). The traveller may also go as far as *Hamar* by railway, but this is not recommended. — STEAMBOAT daily from *Eidsvold* to *Lillehammer*, 105 Kil. (66 M.), in  $7\frac{1}{2}$  hrs. (fares 5 kr. 55, 3 kr. 70 ø.). The steamers ('Tordenskjold', 'Kong Oscar', 'Skibladner') have good restaurants on board. — DILIGENCE from *Lillehammer* to *Veblungsnæs*, 270 Kil. (167 M.), twice weekly in three days (starting on Tues. and Frid. and stopping for the night at *Bredvangen-Mølmen* or at *Bredvangen-Lejeveik*; returning on Mon. and Frid. and stopping for the night at *Holsæt-Byre* or *Holaker-Listad* (fare 40 kr.). — STEAMBOAT from *Veblungsnæs* to *Molde*, 35 Kil. (22 M.), 3-4 times weekly in 3-4½ hours.

As to the 'Diligence', see p. 89. In midsummer the seats are generally engaged a week or a fortnight beforehand. The traveller will find it preferable to hire a CARRIAGE at *Lillehammer* for the drive to *Veblungsnæs*, for which 150-200 kr. is charged, with a fee of 5-6 kr. An open 'Trille' is cheaper. The solitary traveller should drive by carriage (which costs about 50 kr., including fees), devoting 4-5 days to the journey. In this case the finest parts of the route, particularly those from *Stuefloten* to *Orneim* and from *Flatmark* to *Veblungsnæs*, can be traversed on foot, the luggage being sent on in a 'stolkjærre'. Travellers by carriage or carriage should not spend the night at the places where the diligence stops (see above). The best quarters for the night are at *Fossegaarden*, *Skjæggelad*, *Listad*, *Storklevstad*, *Laurgaard*, *Domaas*, *Holsæt*, *Stuefloten*, and *Veblungsnæs*.

The scenery increases in grandeur as we advance towards the W. Those who intend to explore the beauties of this district from *Molde* and

to go farther N. by steamer may turn back at Ormeim, after visiting the Slettafos.

*Christiania*, see p. 1. As the train leaves the station, we obtain a fine view of Christiania and the fjord to the left, and of the Egeberg and the suburb of Oslo to the right. Stations *Bryn*, *Grorud*, *Strømmen*. Then —

21 Kil. (13 Engl. M.) *Lillestrømmen*, the junction of the line to Eidsvold and Kongsvinger (see p. 271). The railway from this point to Eidsvold, constructed in 1851, is the oldest in Norway. The country is unattractive, but at *Frogner* and *Kløften* a glimpse is obtained of the distant blue mountains to the W. Beyond *Trøgstad* the train crosses extensive tracts of gravel, interspersed with scanty wood. Beyond *Dal*, which possesses several pretty villas, the scenery becomes more interesting. Two tunnels are passed through.

68 Kil. (42 M.) *Eidsvold* (\**Jernbane Hotel*, at the station). Travellers arriving from Christiania by the morning train go at once on board the steamboat, which starts  $\frac{1}{4}$ - $\frac{1}{2}$  hr. later. — If the traveller makes any stay here he may visit the *Eidsvold Baths* on the *Eidsvoldsbakke* (R. 4-6 kr. per week, 'pension' 2 kr. per day; baths 50-80 ø.), and the *Bautastein*, or monument, erected to *Henrik Wergeland* (d. 1845), the poet, and the discoverer of the spring.

A pleasant walk may be taken to *Eidsvoldsværk*, about 5 Kil. distant, where the Norwegian constitution (*Norges Riges Grundlov*) was established in 1814. A preliminary meeting took place here on 19th Feb. of that year, the sittings of the national diet began on 10th April, and the constitution (*Grundlov*) was adopted 17th May. The building, originally a farm-house, has been purchased by government and embellished with portraits of members of the diet.

CONTINUATION OF THE RAILWAY, to *Hamar* and *Thronthjem*, see p. 208.

The STEAMBOAT at first traverses the broad and clear *Vormen*, which issues from Lake *Mjøsen* and falls into the *Glommen*. Large tracts of debris, deposited by former glaciers, are passed on both sides. At (8 Kil.) *Minne* (railway-station, p. 208), where a bridge crosses the *Vormen*, the steamer reaches the lake itself.

*Lake Mjøsen* (412 ft.; greatest depth 1482 ft.), the largest lake in Norway, which L. v. Buch has called 'Norway's inland sea', is 100 Kil. (62 M.) long and at its broadest part 17 Kil. (10 $\frac{1}{2}$  M.) in width, and forms a convenient highway between the districts of *Gudbrandsdalen* and *Hedemarken* to the N. and E., and those of *Thoten* and *Øvre Romerike* to the W. and S. Like the Alpine lakes of Switzerland, Lake *Mjøsen* is very deep at places (1482 ft. near *Skreiabjergene*), and though it lies 412 ft. above the sea-level, it is a curious fact that the lowest part of its bed is upwards of 1000 ft. below that level. The *Skreiabjerg* or *Skreia-Fjeld*, on the W. bank, about halfway between Eidsvold and Gjøvik, rises to the height of 2300 ft., but with

this exception the hills bounding the lake are of very moderate height. The only considerable *Bays* formed by the lake are those of *Tangen* and *Hamar* (*Akersviken*). Opposite to Hamar lies the large and well-cultivated *Helgø*, the only island in the lake, which at this point attains its greatest depth (1475 ft.). The erection of fortifications and a large central arsenal (like that of Karlsborg in Sweden, p. 291) on this island is projected. The *Hunner Ørret* is a kind of trout peculiar to this lake.

The scenery of the banks of Lake Mjøsen is of a soft and pleasing character. They present an almost unbroken succession of fields, woods, and pastures, studded with numerous farm-houses and country residences, but will perhaps seem somewhat monotonous if the traveller goes all the way from Eidsvold to Lillehammer in one day.

The steamer touches at *Ekornholm*, *Stigersand*, and *Fjeldhoug* on the W. bank, and then crosses to *Gillund* and —

**Hamar** (*\*Victoria*, *Jernbane-Hotel*, both near the steamboat pier and railway-station, and facing the lake), sometimes called '*Storehammer*' to distinguish it from Lillehammer, the capital of *Hedemarken*, with 2400 inhab., prettily situated between the *Furnæsford* to the N. and the *Akersvik* to the E., which last is crossed by a long bridge. Hamar dates from 1152, when an episcopal see was founded here by the papal nuncio Nicholas Breakspere, an Englishman, afterwards Pope Adrian IV. From that period also are said to date the ruins of the old *Cathedral*, once a handsome edifice, of which four round arches of the nave alone are left. A pleasant walk may be taken to the ruins, 20 min. to the N.W., where the original town of *Storehammer* was situated. The old town with the cathedral and two other churches was destroyed by the Swedes in 1567. The modern town, which received its municipal charter in 1864, and again became an episcopal see in 1864, has thriven greatly since the construction of the railway to Throndhjem (p. 208). — Near Hamar is the '*Folkehøiskole*' of *Sagnetun*.

The steamer now steers towards the W., passing on the left the pretty *Helgø*, and touches at *Næs*, *Smørvik*, and —

**Gjøvik** (*Gjøviks Hotel*, near the pier, with view of the lake, and *Victoria*, 100 yds. farther up the main street, both good), the capital of *Thoten Fogderi*, with 1112 inhab., situated on the W. bank of the lake, about 60 Kil. from Eidsvold and 40 Kil. from Lillehammer, and at the mouth of the *Hunselv*. Pleasing views of the lake and *Helgø* from the *Hunskirke* and other heights near the village.

FROM GJØVIK TO FRAMNÆS, 38 Kil. (24 M.), carriage-road with fast stations (diligence daily, see below). The road at first ascends rapidly, traversing extensive woods, to —

14 Kil. *Mustad* (a fair station), situated about 1500 ft. above Lake Mjøsen. The drive to this point occupies fully 2 hrs., after which the road traverses a nearly level plateau to (11 Kil.) *Lien*, a farm-house

near the road, and formerly the station (clean and cheap). About 3 Kil. farther on is —

14 Kil. *Granum* (a fair station), situated a little to the right of the road, which farther on descends to the basin of the *Randsfjord* (p. 89). About halfway between Granum and Odnæs a direct road to (140 Kil.) Christiania diverges to the S., skirting the E. bank of the Randsfjord the first half of the way. A little farther on, about 8 Kil. from Granum, is *Odnæs* (p. 90). Then —

10 Kil. (from Granum) *Framnæs*, see p. 90.

The steamer now continues its northward way through the lake, which contracts to the dimensions of a river, and touches at *Heggenhaugen*, *Ringsaker* (with an old church containing a Flemish altar-piece of the 16th cent.), *Birid* (with a glass-foundry), and *Frenstuen*. About 2¼ hrs. after leaving Gjøvik it reaches —

**Lillehammer.** — \*VICTORIA HOTEL, well situated, near the bridge over the Mesna; \*MADAME ORMSRUD, in the main street, on the left, a little farther on; charges at both. R. 1-1½ kr., S. 1 kr. 20 ø., D. 2 kr. The steamboat-pier is fully 1 Engl. M. from the hotels; omnibus to and from the pier.

SKIDS STATION at *Vingsnæs* (see p. 118). Information about the DILIGENCE to Veblungsnæs is given at the office of Hr. A. M. Larsen.

SHOPS. *F. Frisenberg*, on the E. side of the main street, sells well-executed silver-plate and trinkets at moderate prices; tastefully carved meerschaum-pipes, etc. at *G. Larsen's*, on the opposite side of the street.

*Lillehammer* is beautifully situated on the *Mesna*, on the E. bank of *Lake Mjøsen*, about 150 ft. above the lake, and ½ Engl. M. below the influx of the *Lougen* (*Laug*, *Laug*, or *Log*, i. e. 'river'; *Laagen*, 'the river'; 'the Lougen', though generally used, is, grammatically speaking, a pleonastic expression). The town (1560 inhab.), which presents a modern appearance, has enjoyed municipal privileges since 1827 only. It is called *Lillehammer* ('little hammer') to distinguish it from *Hamar* or *Storehammer*. The principal building is the substantial and handsome *Grammar School* (*Latinskole*), at the S. end of the main street, overlooking the church and the lake. A cotton-mill (managed by Hr. Ingeniør Lyng), saw-mills, flour-mills, and a manufactory of agricultural implements add to the importance of the place. *Lillehammer* is a pleasant point for a short stay, and being the terminus of the *Mjøsen* steamboats and the starting-point of the *Gudbrandsdal* route, is a very busy place in summer and a great rallying-point for travellers.

The turbulent *Mesna* forms several beautiful \**Waterfalls* about 1 Engl. M. to the N.E. of the town, the finest being the *Helvedeshøi*, or 'hell caudron', near which is the *Niagara Bath House*. Pleasant walk of ½ hr. to the S., passing the Grammar School, to a bench on the road-side, commanding a fine view of the lake. here scarcely ¾ Engl. M. in breadth. To the E. of *Lillehammer* stretches a vast tract of forest, wild and almost uninhabited. The *Mesna* and the *Mesna Lakes*, in a sequestered situation 7 Engl. M. to the E. (reached by a rough, and at places swampy forest-path), afford good trout-fishing.

On the W. bank of Lake Mjøsen, opposite Lillehammer (ferry adjoining the steamboat-pier), lies *Gaarden Vingnæs*, a posting-station, prettily situated, from which a good, but somewhat hilly road, with fast stations, leads to Gjøvik (p. 116).

At Lillehammer begins the **Gudbrandsdal**, or valley of the *Lougen*, through which our road ascends. As in the case of the Hallingdal (p. 80) the name is applied not only to the principal valley but also in a loose general sense to all the small lateral valleys the streams of which drain into the Lougen. The inhabitants (*Gudbrandsdøler*) are generally well-to-do, and distinguished by their curious customs and their pride. According to Norwegian ideas the valley is well cultivated, but the cattle-pastures occupy much more ground than tilled fields. In summer most of the inhabitants migrate with the cattle to the sæters. The scenery of the Gudbrandsdal is comparatively tame, as the heights enclosing it are merely the lower spurs of the fjeld, the higher peaks of which are only occasionally visible. The valley sometimes expands and becomes more picturesque, but as a whole it is sombre and somewhat monotonous.

The admirable road ('Kongevei') ascends gradually from Lillehammer, at a considerable height above the Lougen, and passes smiling green slopes with forest in the background. The numerous heaps of stones ('Agerstener') on the road-side testify to the trouble which the farmers have had in preparing their land for cultivation. The syllables *rud*, *rod*, or *ryd* in which names of Norwegian places so frequently terminate have reference to the 'uprooting' of trees and removal of stones. On the left is passed a 'Mindesten', or monument, to *Hr. Bergk*, constructor of the road.

About  $\frac{1}{2}$  hr. from Lillehammer a road descends to the left into the valley, crosses a bridge, and then ascends the GAUSDAL, passing the stations of (12 Kil.) *Diserud*, (15 Kil.) *Veisten*, (14 Kil.) *Helleberg*, and (14 Kil.) *Kvisberg*, beyond which mountain-tracks, rarely used, lead to the Jotunfjeld (p. 128). A little beyond Diserud is the gaard of *Olestad*, belonging to *Bjørnstjerne Bjørnson*, the poet and novelist.

The **Gausdal Sanatorium**, a large hotel and pension near the *Skei-sæter*, and a favourite resort of Norwegian visitors, is finely situated on the hill to the right of the Gausdal, about 3000 ft. above the sea-level, or 2600 ft. above Lake Mjøsen, and 42 Kil. from Lillehammer. An omnibus runs to the Sanatorium in summer from the Victoria Hotel daily (in 6 $\frac{1}{2}$  hrs.), returning thence to Lillehammer in the afternoon (in 5 hrs.; fare 8 kr.). It may also be reached by carriage viâ Diserud and (14 Kil.) *Nørstevold*. Visitors making a prolonged stay at the Sanatorium pay 5-6 kr. per day for board and lodging; passing travellers are charged hotel-prices. Among the many pleasant walks and excursions which may be taken from the Sanatorium, one of the finest is to the (2 hrs.) summit of *Præstekampen* (4090 ft.), which commands an admirable view of the glaciers and peaks of the Jotunfjeld and other mountains.

14 Kil. **Fossegaarden** (good quarters) is beautifully situated above the Lougen, which here forms a fine fall called the *\*Hunnerfos*, where the famous Hunnerørreter, or lake-trout (p. 116), are caught in large numbers. The *Neverfjeld*, a fine point of view, may be ascended hence in 2 hours.

Beyond Fossegaarden the road traverses a ravine where the Lougen has forced its passage through a barrier of rock. On the left rises the *Dreshula*, a picturesque cliff. The vegetation is very rich. — The peasants here wear red caps, and frequently carry a peculiar kind of pannier on their backs (*Bagmeis*, elsewhere called *Næverkont*). On the road-side are a number of *Hvilestøller*, or open stalls for resting horses. The posts flanking the road (called *Rodestølper*) mark the portions (*Roder*) which the adjoining land-owners are bound to keep in repair.

17 Kil. *Holmen i Trøtten*. A little farther on, *Formo*, from which a view is obtained to the E. of the snow-capped peaks of the *Rôndane* (p. 210). A horse fair of considerable importance is held annually at the neighbouring village of *Stav*, on 15th-17th August. Between *Formo* and *Kirkenstue* lies *Lake Losna*, which contains excellent fish. The scenery continues to be attractive.

16 Kil. *Kirkestuen* (\*Station). On the left rises the picturesque mountain called *Tuliknappen*, and to the right the *Djupdal*, above which is *Gaarden Upsal*. Near *Kirkestuen* the height attained by the river during an inundation (*Flom*) on 16th and 17th June, 1860, is marked on the rocks. The road next passes through a ravine bounded by the precipitous and furrowed *Elstaklev* and a similar rock opposite. The horns of the cattle here are frequently tipped with wooden or metal knobs to prevent them from doing injury. On the road-side are seen numerous snow-ploughs (*Sneplouge*).

12 Kil. *Skjæggestad* (\*Station; walls adorned with photographs, including 'Col. Sinclair's Landing' from a picture by Tidemand) is picturesquely situated, but the environs are somewhat marshy. On a hill to the left, a little beyond it, stands the old church of *Ringebo*. The *Klinkenberg* (3080 ft.) is sometimes ascended hence for the sake of the view (6-8 hrs. there and back; horses at the station).

From *Skjæggestad* a lonely bridle-path leads to *Solliden* and the *Atne-Vand* (a day's journey), whence the traveller may either proceed to *Foldal* and *Jerkin* on the *Dovre-fjeld* (p. 204) by a tolerable road, or descend the valley of the *Atne-Elv* to *Atna*. Comp. p. 210.

The valley now becomes somewhat marshy. We pass the *Vaalhouy* on the right, and cross the *Vaalaelv* (fine view). Farther on are the churches of *Venebygden* and *Fron*. We next observe the *Gaard Steig*, picturesquely and loftily situated, once the residence of the 'Foged' *Lars Gram*, the leader of the peasants who annihilated the Scottish invaders commanded by Col. Sinclair (p. 120). Farther on is *Gaarden Huntorp*, once the seat of *Dale Gudbrand*, the powerful heathen opponent of St. Olaf. Beyond it is *Gaarden Hove*, once the scene of heathen sacrificial rites. In the vicinity are several barrows (*Kæmpehouge*).

14 Kil. *Listad i Søndre Fron* (\*Station, comfortable; \**Gaard Lillehove*, a little farther on), near which is the church of *Fron*,

prettily situated, is a good place for spending the night. The road now descends gradually to the Lougen, which here begins to assume the character of a mountain-torrent. On the left is *Gryting*, a pleasant-looking gaard; on the right rises the *Skudal*, a precipitous rock.

9 Kil. *Moen i Sætorp*. A road to the right, crossing the Lougen, leads hence to *Kvikne* and *Skabo*, whence a dreary track ascends to *Jotunheim* (not recommended). Comp. R. 16.

The scenery now becomes of a wilder and grander description. The valley turns to the N., and then, beyond *Gaarden Vik* (\*Inn, formerly the station), to the W.

12 Kil. *Storklevstad*, or *Klevstad* (\*Station) lies a little below the church of *Kvam*, situated on the right. Below the church, to the left, is a stone near the road-side recording that Col. Sinclair is buried there (see below).

The road now traverses a poor district, partially wooded with stunted pines and birches. The fields are irrigated by means of numerous cuttings (*Rænnere*). The cottages of the *Husmænd*, or farm-labourers, called *Stuer*, are usually roofed with turf. The large slabs of slate common in this district are used for making walls, for roofing purposes, and for the drying of malt. A number of small gaards are perched on the hill-side in apparently inaccessible situations. The magpie (*Skjer*), an object of superstitious veneration among the Norwegian peasantry, is frequently seen here. The river forms numerous rapids and cataracts. The road has now attained a height of about 1000 ft. above the sea-level, or 600 ft. above the Lougen. The *Sjøa* here falls into the Lougen.

Immediately above the confluence of the *Sjøa* and Lougen a road diverges to the left, crosses the Lougen, and ascends the valley of the *Sjøa* to (29 Kil. from *Storklevstad*) *Bjølstad*, one of the largest and most interesting gaards in Norway, the proprietor of which claims to be of royal descent. Near it is the church of *Hedalen*. The next stations are *Nordre Snerle* and (25 Kil.) *Særum* (p. 130).

The road now passes the new district prison, and reaches the station of —

16 Kil. *Bredvangen* (\*Inn, small), beautifully situated. The horses have usually to be fetched from the pastures on the other side of the Lougen, which here forms a lake-like expansion. The background of the Alpine picture, looking up the valley, is formed by the lofty *Formokampen* (4836 ft.). A little beyond *Bredvangen* the Lougen is joined on the left by the *Ottalv*, through the valley of which a road leads to (11 Kil.) *Aasoren*, (15 Kil.) *Snerle*, and (20 Kil.) *Særum* (p. 130).

On the right side of the road, about halfway between *Bredvangen* and *Moen*, is the steep hill called *Kringelen*, which was formerly traversed by the old road. On 26th August, 1612, when Col. George Sinclair with his 900 Scotch auxiliary troops, who had landed a few days previously at the *Klungenæs* on the *Romsdals-*

fjord, were attempting to force their way through Norway to join the Swedes, who were then at war with the Norwegians, they were intercepted by an ambush of 300 Norwegian peasants at this spot. The natives had collected huge piles of stones and wood on the hill above the road, which they hurled down on the invaders when they reached this part of the road. Most of the ill-fated Scots were thus destroyed, while the survivors, with a few exceptions, were put to the sword. (See Laing's 'Norway'.) The massacre is commemorated by a tablet in the rock to the left, bearing the inscription, '*Erindring om Bøndernes Tapperhed*'.

8 Kil. *Moen i Sel* (tolerable station) lies at the confluence of the Lougen with the *Ula*, which descends from *Lake Ula* at the foot of the \**Røndane* (p. 210), and forms the *Daanofos* ('thunder-fall') close to the road. The wall of the neighbouring *Churchyard of Sel* is curiously constructed of slabs of slate, while most of the old tombstones are of *Kløbersten* or soapstone. Half-an-hour may be pleasantly spent here in ascending the interesting valley of the *Ula* for a short distance. — The pigs of the Gudbrandsdal, sometimes adorned with triangular pieces of wood (*Sule*) round their necks, enjoy perfect liberty, and are a sturdy, wholesome-looking race.

We now pass several deposits of stone and detritus (*Skred*), the ends of which from some unexplained cause rise in the form of knolls. The largest of these is passed near Laurgaard, before reaching which we cross the river.

10 Kil. **Laurgaard** (\**Station*, comfortable) lies about 1000 ft. above the sea-level.

An interesting excursion may be made hence by a bridle-path to the *Høvringen Sæter*, fitted up as a small inn, the property of the station master at Laurgaard, about 11 Kil. distant. Near it rises \**Formokampen* (4836 ft.), a fine point of view, easily ascended.

FROM LAURGAARD TO SØRUM (or *Vaage*, 21 Kil.). The picturesque, but hilly road crosses the mountains to the W. of Laurgaard to (14 Kil.) *Nordre Snerle* and (7 Kil.) *Sørum* (p. 130).

The road now leads along the Lougen through the imposing pine-clad \**Ravine of Rusten*, resembling the Schöllenen on the Gotthard Route. The river has here forced itself a passage through the rocky barrier of the *Rust*, and descends in a series of rapids and cataracts. The finest point is at the \**Bridge* which carries the road to the right bank of the river, about  $\frac{3}{4}$  hr. beyond Laurgaard. The traveller is recommended to walk from Laurgaard to the bridge, near which diverges the above-mentioned road to the *Høvringen Sæter*. On emerging from the ravine we find ourselves in an Alpine valley, 1850 ft. above the sea-level, in which cultivation almost totally disappears. Cuttings for irrigation appear here also. On the right rises the *Rustenfeld*, on the left the *Kjelen*, the huge mountain-mass between the Lessø Valley and *Vaage*. As late as July large patches of snow are seen by the

road-side. The broad floor of the valley is covered with deposits of stone and sand, partially overgrown with stunted pines.

12 Kil. *Brændhougen* (\*Station), in the parish of *Dovre*. The station contains a curious old wardrobe, painted and gilded, a table dating from 1763, and several specimens of wood-carving.

The *Jetta* (5430 ft.) which rises to the W., is sometimes ascended from Brændhougen. It commands an imposing view of the Dovrefjeld, the Rondane, and the Jotunfjeld.

We now cross the Lougen by a new bridge, and soon after pass the church of *Dovre*, which Prof. Forbes calls a singular and ugly structure ('Norway', p. 11), situated on an ancient moraine. Like many of the Norwegian churches, it is built in the form of a Greek cross. In the centre rises the tower. At the end of each arm of the cross is a small projecting addition. The whole structure is covered with large dark slabs of slate. Some of the tombstones in the churchyard are interesting. — The farms, as usual, are all placed on the sunny side of the valley, while on the other side rise dreary masses of mountain and rock.

11 Kil. *Toftemoen* (\*Station) lies at the head of the Gudbrandsdal in the narrower sense. The name signifies an inhabited site (*Tuft*) on a sandy plain (*Mo*). The word 'toft' occurs in England and Scotland in a somewhat similar sense. The station-master traces his descent from Harald Haarfagre, and possesses a number of interesting old curiosities. A sater about 1 hr. distant, belonging to his father, is interesting.

Beyond Toftemoen the scenery is at first very uninteresting. The road ascends over huge deposits of detritus to *Gaarden Lid*, the buildings of which are roofed with birch-bark (*Narver*) covered with green turf. We obtain here a fine view of the profound ravine of the Lougen, with the Kjelen rising above it. The peak in the distance is the *Horung*.

11 Kil. **Domaas**, or *Dombaas* (2160 ft.; \*Station and telegraph-office; the station-keeper and telegraph official speak English), is an important place owing to its position at the junction of the Gudbrandsdal and Dovrefjeld routes (see R. 25), and lies high above the ravine of the *Lougen*. White fox and other skins and reindeers' antlers are offered for sale here. The air is fresh and exhilarating, and the place is suited for a prolonged stay.

A pleasant excursion of 4-5 hrs. may be taken from Dombaas to the *Hardegseter* on the S. bank of the Lougen, where a fine view of the valley, of Snehetan, and other mountains is enjoyed.

The road to Molde leads as far as Stuefloten through an uninteresting and shallow upland valley, the mountains enclosing which are comparatively tame in form. The bottom of the valley is sandy, and partially covered with a scanty growth of pines, birches, and heather. The ascent is very gradual. A short way beyond Domaas the road skirts the N. bank of a narrow lake called the *Lesje-Vand* (1720 ft.), which has been partially drained.

12 Kil. *Holuker* (\*Station, moderate charges). The road passes the *Lesje-Kirke* and reaches —

15 Kil. *Holsæt* (\*Station), at the N.W. end of the *Lesje-Vand*.

A bridle-path ascends from Holsæt by the *Lora-Elv* to the *Storsæter* and the *Nysæter* (about 5 hrs.), and crosses the mountains thence to *Aanstad* (or *Skeaker*, p. 163), a long day's journey, which may be broken by spending a night at the *Nysæter*, a pleasing specimen of the Norwegian chalet (see p. 124).

At the highest part of the valley lie three small lakes known as the *Lesjeskogen-Vand* (2050 ft.), from which to the W. the *Rauma* descends to the Atlantic, and to the E. the *Lougen* to the Skagerrak. In the vicinity a picturesque waterfall. The fishing is well spoken of.

10 Kil. *Lesjeverk* (\*Station), at the S.E. end of the lake, derives its name from the iron-mine formerly worked here.

12 Kil. *Mølmen* (\*Station) lies at the W. end of the lake and near the church of *Lesjeskogen*, which has given its name to the whole district.

From Mølmen to the *Gaard Reiten* in the upper *Eikisdal* (10-12 hrs.), a fatiguing mountain-path, see p. 202.

FROM MØLMEN TO AANSTAD (*Røjshjem*), about 80 Kil. (50 Engl. M.). Travellers from the Romsdal, desirous of visiting the Jotunfjeld, and of avoiding the long circuit by Domaas and Laurgaard to Røjshjem, are recommended to walk or ride across the mountains by the bridle-path from Mølmen to Aanstad or Skeaker (about 50 Kil.), and drive thence to Røjshjem (30 Kil. more). The whole of this route may be accomplished in 1½-2 days. A good walker may reach Aanstad in 16 hrs. (7 hrs. to the Nysæter, 2 hrs. rest, and 7 hrs. more to Aanstad); but it is preferable to walk or ride to the *Nysæter* on the first day, and to Aanstad on the second, whence Røjshjem may be reached in the evening. Guide from Mølmen to Aanstad 12, horse 12 kr. (*Sivert Paulssen* of *Lid*, near Mølmen, is recommended as a guide.)

The route traverses a dreary mountain-tract, the wildness and solemnity of which may almost be described as awe-inspiring. Fine weather is of course indispensable to the enjoyment of the expedition, the chief attraction of which consists in the distant views. Reindeer are occasionally met with. The route is quite unattended with danger, as the track is well defined by means of heaps of stones (*Varder*), to which it has for centuries been the custom for travellers to contribute. Provisions are necessary, as the *Nysæter* affords nothing but coffee, milk, and *Rønmeggrød* (wheat-meal boiled in cream, very rich).

1st Day. The path gradually ascends through a birch-wood in the *Grendal* to the (1 hr.) *Grønsætre* (or sæters of *Enstad* and *Mølmen*), where we obtain a view of the Romsdal mountains. On the opposite side of the *Grøna*, to the left, is a small tarn (*Kjønn*, or *Tjærn*, the pronunciation of *kj* and *tj* being identical in Norway and Sweden). The path descends to the stream and crosses several brooks and deposits of detritus. Aconite and the dwarf birch (*Betula nana*) are frequently seen here, and the Alpine or Lapland character of the flora becomes more marked as we proceed. Reindeer-moss (*Rensdyrmosse*), here eaten by the cows, is also abundant. After 2 hrs. more the path again ascends to the left. The birch disappears, and patches of snow are passed. Looking back, we observe the *Svarthøi* to the N. of Mølmen, and the *Storbøi* more to the right. The scenery soon becomes exceedingly bleak and wild. In 1½ hrs. more we reach the top of the first hill (*Toppen*), where we obtain a striking view of the Romsdal mountains to the N.W.: *Mon-gejuret*, *Vengetinder*, the *Romsdalshorn* (usually called 'Hornet'). To the N.E. are the *Svarthøi* and *Storbøi*, and farther distant the *Snehætten*

snow-range. To the S.W. rises the Løfthøi with its large glacier, adjoined by an amphitheatre (*Botn*) of black precipices and a broad expanse of snow.

From the first 'Top' a ride of 1 hr. to the S. over stony ground, scantily overgrown with reindeer-moss, chamois-cress, and other Lapp flora, brings us to the second Top called the 'Digervarde, about 5000 ft. in height, which commands a view of the whole Jotunheim chain, from the Glittertind to the Fanaraak and beyond it. The Galdhøpig is particularly prominent.

We now descend in about 2 hrs. more, over loose stones part of the way, to the Nysæter, a building with four rooms, kept by civil herd-girls. (There is one bed which will accommodate two travellers. Alpine fare. Everything clean, though homely.) The girls call (*lokken*) the cattle down from the hills in the evening by singing 'Fjeldviser' similar to those with which Jenny Lind once delighted the world.

2nd Day. By starting very early, we may reach Aanstad soon after noon. The monotonous track crosses the Lora fjeld, which it reaches in about an hour. It passes several tarns (*Tjærn*, *Kjærn*, or *Ikjærn*, see p. 123) and the W. side of the larger Fillingvand. The broad snow-clad mountain to the left is the Lomshorung. We cross the discharge of the Fillingvand. Among the interesting mosses occurring here are the *Rensdyrmosse* (p. 123), the *Komosse* or *Hvidkrelle*, and the golden yellow *Gulskin*. The *Betula nana* covers the ground so densely at places as to form a kind of carpet.

After a walk or ride of 3-4 hrs. from the Nysæter we reach the W. end of the Lomshorung, where a halt is usually made. To the W. lies the Aursjø, a fine sheet of water with a magnificent mountain background. The path next skirts the W. slope of the Horung for 1 hr., commanding a view of the mountain range on the S. side of the Ottadal, including the Lomsegg and the Hestbræpiggene. About 2000 ft. below us lies the valley and its western ramification. This scene is admirably calculated to convey to the traveller an idea of the immense disproportion between the extent of the mountain wilds and that of the cultivated land in Norway.

As we descend, the vegetation rapidly becomes richer (*Linnaea borealis* abundant), and the temperature rises. On the slope to the right is the first sæter on this side of the route. The path descends to the Aura, the discharge of the Aursjø, which forms a fine waterfall. Pines and afterwards birches re-appear. The first gaard on the slope of the valley is Bakke. Among those that follow, one on the left has a tastefully carved portal. The rye and barley-fields here are watered by hand with a kind of shovel (*Skjeltræk*). In 1 hr. from the point of view above mentioned we reach the bottom of the valley. (The ascent in the reverse direction takes 2 hrs.) The path crosses the greenish glacier-fed Otta by a long bridge, commanding a splendid view, and leads to the right to the (1/2 hr.) Aanstad station (p. 163). The station-master will sometimes give the traveller horses to convey him direct to Røjsjø; if not, it is necessary to turn to the left by the Church of Lom (p. 130) and drive to Andvord (3/4 hr.), return thence to the church, and ascend the Bævradal to Røjsjø (p. 147).

REMARKS ON SÆTER LIFE. In connection with the above route a few remarks on sæters may not be unacceptable to the traveller. The sæter, or mountain chalet, consists of two rooms at least, one for the use of the inmates, and also for cooking purposes, with the *Skorsten* or fire-place (also called *Arne* or *Grue*); the other (*Melkebod*) for dairy purposes. Over the fire hangs an iron pot or kettle by a chain, and adjacent there is usually a boiler built into the wall for the preparation of the cheese. The whey (*Mysa*, *Prim*) is made into cheese (*Mysost*), and is often carried down to the valleys in drum-shaped tubs (*Flasker*, *Krukker*). The sæters formerly had no chimneys, the smoke being allowed to find its way out through an opening (*Ljor*) in the pyramidal shaped roof, which at the same time afforded light. The cows (*Køer*), often accompanied by sheep (*Sauer*) and pigs (*Svin*), are usually sent up to the mountain

pastures (*till Sæters*) on St. John's Day (24th June), and remain there till 10th September. Women and girls, as a rule, are their sole attendants. In singing their picturesque cattle-call, the *sæter* girls usually address each cow by name (as *Måieros*, *Helgeros*, *Lekros*, *Palmeros*, *Tærnos*, the syllable *ros* being a term of endearment specially applied to cows; also *Maanfrue*, moon-lady; *Krone*, crown; *Gulgave*, gold-gift, etc.). The word *Kuss* is also used to call cows and calves; *Gisa* is addressed to pigs, *Vulling* to sheep, *Sku* to dogs, and *Faale* to horses. Among the dogs at the Nysæter were *Faust*, *Passop*, *Vægter*, *Barfod*, *Spring*, *Freja*, and *Bataer*. Among the dairy utensils may be mentioned the *Melkering* or *Melkekolle* (milk vessel), the *Melkkak* (skimmer), the *Dal* or *Ember* (pail), the *Krak* (milking stool), the *Sil* (milk-strainer, 'sile'), and the *Vandsela* (water-pitcher).

Beyond Mølmen the road passes *Gaarden Einabu*, with an ancient 'Bautastein'. King Olaf, 'the Saint', is said to have halted at this gaard, in his flight from his kingdom in 1029, shortly before the final struggle to regain his supremacy which terminated with his death at Stiklestad near Levanger. The scenery is bleak and wild.

13 Kil. *Stuefloten* (*Station*, good and moderate) is the last place in the Gudbrandsdal, at a height of 2050 ft. above the sea-level. The Romsdal, the mountains of which are now seen stretching far into the distance, begins here.

From *Stuefloten* to the *Eikisdal*, towards the N., a fatiguing mountain-path, see p. 198. — Another mountain-route, little frequented, leads hence towards the W. to the *Norddalsfjord*, a branch of the *Storfjord* in the *Søndmøre* district. It ascends the course of the *Ulva*, which descends from the *Ulvevand*, crosses the mountains, and descends by the *Bodalselv* to the *Tafjord*, the innermost bay of the *Norddalsfjord*, where the steamer touches once weekly on its way to Aalesund and Mæraak. *Sylte*, on the N. side of the entrance to the *Tafjord*, and *Relving* on the S. side, are touched at twice weekly by a steamer to Aalesund, and twice weekly by one to Hellesylt.

The road through the \**Romsdal*, or valley of the *Rauma*, which rises in the *Lesjeskogen-Vand* (p. 123), is one of the grandest and most widely celebrated routes in Norway. The whole way from *Stuefloten*, or at least from *Flatmark*, to *Veblungsnæs* (50 or 30 Kil. respectively) is specially recommended to pedestrians.

Beyond *Stuefloten* the new road descends the once dreaded *Bjørnekleiv* ('bears' cliff') in numerous windings. In the deep gorge to the left flows the *Rauma*, which here receives several tributary streams, the chief of which is the *Ulvaa*, the discharge of the *Ulvevand*. The river sometimes entirely disappears from view. About 4 Kil. from *Ormeim* we come to a finger-post indicating the way to the \**Slettafos* (properly the *Lower Slettafos*, as there is another fall of the same name higher up), '80 ells' from the road. We alight here, cross the new bridge above the fall, and follow the path for a few hundred paces to a spot below the overhanging rocks, where the imposing cascade is seen to the best advantage, and where its roar is loudly reverberated. The rocky walls of the gully have been worn into deep cauldrons ('*Jættegryder*') by the action of the water. — *Comp. the Map*, p. 194.

10 Kil. (pay for 11) **Ormeim** (\**Station*, unpretending), beautifully situated on the right bank of the Rauma, and several hundred feet above it, commands an admirable view of the picturesque \**Værmofos*, or *Værmedalsfos*, a waterfall on the opposite bank, nearly 1000 ft. in height, and of the mountain called the *Alterhøi*. After rain, and during the melting of the snow in early summer, the fall assumes most imposing dimensions. The windows at the back of the station afford a good survey of the fall. If time permits, a day should be devoted to inspecting the fall more closely and ascending the \**Storhætten* (5885 ft.).

The ascent of *Storhætten* occupies about 4 hrs., and riding is practicable for three-quarters of the way (guide 4, horse 4 kr.). The route descends from the station to a bridge over the Rauma, crosses it, turns to the right, and ascends by the side of the *Værmofos* to a (1½ hr.) *Sæter*. After 1½ hr. more the path terminates and riders dismount. In another hour, the last half of which is spent in clambering over loose stones, we reach the summit. The view, like those from most of the Norwegian 'Fjeldnuter', is deficient in picturesqueness, although extensive. — The best point for surveying the *Værmofos* is a rocky knoll on the right (E.) bank of the Rauma, exactly opposite the fall, and easily found without a guide. It is reached by traversing the pastures at the back of the station.

Beyond Ormeim the scenery continues fine, but nothing is lost by driving from Ormeim to Flatmark. The road at first descends rapidly, commanding a view of the *Værmofos* on the left. Farther on, on each side, are several other fine waterfalls, precipitated from rocks 2000-3000 ft. in height, but most of them are unimportant in dry seasons. On the right are the *Styggefondfos*, the *Gravdefos*, and the *Skogefos*; on the left the *Døntefos*. In the background rises the *Skyrisaxeln* and the *Middagshougen* (to the S., above Ormeim).

11 Kil. *Flatmark* (a fair station) lies, as its name ('flat field') indicates, in a broader and more smiling part of the valley. The mountain scenery around is very grand. The road and the Rauma next thread their way through a chaos of enormous blocks of rock, the result of some tremendous landslip. The scene is most impressive and picturesque, and is one of the finest of its kind in Europe. On the right we next pass *Monge* and the picturesque *Mongefos*, descending from the mountain called *Mongejuret*. To the W. we discern the peaks of the *Trolltinder*, to the E. the snow-capped *Olmafjeld*, the whole forming a mountain scene of the most impressive character. A little beyond *Monge*, on the left, we observe *Gaarden Rennen*, and, farther on, a waterfall. The sides of the valley are here 2000-3000 ft. in height. Farther on the valley expands, and the road traverses a marshy tract, once the bed of a lake.

12 Kil. *Horgeim* (235 ft. ; unpretending but good station) lies on an ancient moraine, near the gaard of *Mirebø*. To the right rises the huge *Romsdalshorn*, from which numerous large masses of rock have fallen into the valley. Through the bed of the stream runs a stony track which is used in winter as being less exposed

to avalanches, but is generally under water in summer. On the left now begin the strikingly picturesque \**Trolltinder* ('witch-pinnacles'; 5880 ft.), from which avalanches (*Sneskred*) and rocks are frequently precipitated in winter. Part of the serrated ridge is known as the *Brudefølge*, or bridal train. At the end of the last *Muhre* is *Gaarden Fiva*, in a plantation of birches. The road follows the right bank of the impetuous Rauma, with the Romsdalshorn on the right and the Trolltinder on the left.

It then leaves the ravine and enters a smiling dale, enlivened with luxuriant green pastures and numerous ashes, birches, and alders. We next reach the *Gaard Aak*, formerly an inn, now the residence of Mr. H. O. Wills of Bristol, charmingly situated on an eminence to the right of the road. The name (pronounced *ōke*) is probably a contraction of 'Aaker' (cultivated land), and occurs in Meraak, Berkaak, etc. The scenery here is dominated by the huge \**Romsdalshorn* (5090 ft.), usually known as the *Horn*, which rises to the S.E. Adjoining it on the N. are the picturesque and still more lofty *Vengefjeldene* (6035 ft.). — *Comp. the Map, p. 194.*

THE ASCENT OF THE ROMSDALSHORN requires two days. We ascend the *Vengedal* and pass the night in the *Vengedals-Sæter* (ca. 3600 ft.). On the next morning we cross the *Lillefjeld* to *Skaret* (ca. 4900 ft.), and climb to the peak from the W. side. The last part of the ascent is difficult. *Matthias Soggemoen* and *Erik Norahagen* of Romsdal may be recommended as guides. On the top is a 'Varde', erected by the first travellers who made the ascent (in 1827).

The road now traverses old glacier-moraines, forming a pleasant park-like tract. On the left opens the *Isterdal* (p. 187), on the E. side of which are the last summits of the Trolltinder, with a large glacier, while on the W. rise the *Søstrene* ('the Sisters'), *Kongen*, *Dronningen* ('Queen'; 5407 ft.), and other fine peaks. In front of us, above Veblungsnæs, rise the *Isterfjeld* (to the left) and the *Storhesten* (to the right). The roads to Næs and Veblungsnæs diverge from each other at the bridge over the Rauma, the former continuing in a straight direction, the latter crossing the river.

14 Kil. *Næs* or *Aandalsnæs* (\**Aandal's Inn*, where there is the station), lies on the *Isfjord*, an arm of the Romsdalsfjord to the N. of the mouth of the Rauma, commanding an admirable view of the mountains of the fjord, the Romsdal, and the Isterdal. Næs is better suited for a prolonged stay than Veblungsnæs, which is besides often over-crowded.

15 Kil. *Veblungsnæs* (\**Onsum's Hotel*; \**Hôtel Romsdal*; \**Enkefru Brit Sletten*, in the village, unpretending), lies on the *Isfjord*, to the S. of the mouth of the Rauma. Veblungsnæs commands a fine view of the *Romsdalshorn*, and particularly of the *Vengetinder*. Carriages are always in waiting here for those who wish to drive to Næs or the Romsdal. The 'Skydsstation' is at *Søtnæs*, near the *Præstegaard* of *Gryten*, 20 min. walk from the pier. No fewer than four different well-defined coast-levels are observable here (comp. p. xxxiii).

EXCURSIONS FROM NÆS AND VEBLUNGSNÆS, besides to the Romsdal, may be made to the *Isterfos* in the *Isterdal*, and up the *Stégane* to the *Stegafjeld* (p. 187); to *Sten*, at the end of the *Isfjord* (p. 197); to the *Indfjord* and *Vold* (p. 197); and to *Thorvik* (3 hrs., there and back), with a visit to the hill above the *Gjersætvatten* (p. 198), 1 hr. farther on.

*From Næs und Veblungsnæs to Molde*, see RR. 23a, 23b.

## 16. Routes from the Gudbrandsdal to Jotunheim.

Of the four routes to Jotunheim described in the following pages the third is the most frequented, as it is used not only by travellers for Jotunheim but also by those who wish to pay a passing visit to this mountain-district on their way to the Sognefjord. The other three routes are also inferior in interest. In addition to this it may be noted that a strong wind on the Gjende (p. 142) or the Bygdin (p. 137) renders the approach to the Jotunheim proper difficult or at least uncomfortable.

### a. From Kvisberg to Lake Gjende.

Two days at least, the night being spent in a sæter. A guide should be hired at *Kvisberg* or *Espedalsvand* (3-4 kr. per day).

*Kvisberg*, the last station in the Gausdal, see p. 118. — A good bridle-path leads from *Kvisberg* in 1½ hr. to —

8 Kil. (pay for 11) *Vasenden* on the *Espedalsvand* (about 2360 ft. above the sea-level; good quarters at A. C. Nielsen's), a lake, 8 Engl. M. long, for the passage of which the landlord procures a boat (1 kr. each person; for a single person 1 kr. 60 ø.). At the N. end of the lake we cross an 'Eid', beyond which is the *Bredsjø*, about 3 Engl. M. long, forming the geological continuation of the *Espedalsvand*. Hans Halvorsen Flaate here provides a boat (40 ø. each person; 60 ø. for one) which conveys us to *Veltvolden*, or *Rygviken*, on the N. bank; and we ascend thence in less than 1 hr. to the *Dalssæter*. To the right rises the *Rutinfjeld* (4968 ft.), to the left the *Storhøpig* (4727 ft.), and opposite us the *Hedalsmukampen* (5900 ft.).

Two routes lead from the *Dalssæter* to Lake Gjende, one lying to the N. of the other: —

The *Northern Path* leads from the *Dalssæter* to the *Kampesæter* or to *Vestlund*, both lying to the N. of *Lake Olstuppen* (2 hrs.); the so-called 'Sikkildalsvei' then runs to the W. across the *Skulfjeld*, crosses the *Muru Loner*, which descends from the N., by a bridge, and reaches the *Aakre-Sæter* (3130 ft.; 4-5 hrs.), at the foot of the *Aakrekampen* (4633 ft.). The path then leads to the S. round the *Sikkildalshø* to the (1½ hr.) *Sikkildals-Sæter*, the property of a company. If the wind is not too strong, we row across the two *Sikkildalsvande*; otherwise we must walk along the N. bank of the smaller lake, cross the 'Eid', and follow the S. bank of the larger lake, but at a considerable height above the water, in order to avoid the marshy ground. On the right rises the *Sikkildalshorn*, and on the left are the *Gaapaapigge*. We next cross a hill commanding a beautiful view of the mountains and glaciers to the W., descend into the *Sjodal*, and cross the *Sjøa* to *Gjendesheim* (p. 143).

The *Southern Path* leads from the *Dalssæter* along the bank of the *Espa*, which descends from *Lake Olstappen* to the *Bredvand*. In the distance rises the *Nautgardstind*. The path, now difficult to trace, next crosses the *Vinstra* by a bridge, and leads thence nearly due N. to the (2 hrs.) *Finbøle-Sæter*; then across the *Finbølhøg* to the *Hinøgdelid-Sæter* and the (3 hrs.) *Flyssæter*, picturesquely situated. — Thence to the *Sikkidals-Sæter*, where this route unites with that mentioned above, 2-3 hrs. more.

#### b. From Bjølstad to Lakes Gjende and Bygdin.

<sup>1</sup>/<sub>2</sub>-2 Days, spending a night at the *Griningsdals-Sæter*.

*Bjølstad* in the *Hedal*, see p. 120. The path at first follows the left (N.) bank of the *Sjoa*, and leads past *Aaseng* and *Fjerdingsgrønd* to *Gaarden Stene*, to the N. of which is the *Lussæter*, commanding a magnificent distant view of *Jotunheim*, and well deserving a visit. We next reach (2 hrs.) the *Rindssæter*, at the confluence of the *Sjoa* and the *Rindenelv*. We may now follow the latter stream to (1 hr.) *Randsværk* (2397 ft.; good sæters), and cross the *Gruahe* to the S. to the *Riddersprang* (p. 132); or reach the same point from the *Rindssæter* by following the *Sjoa*.

From the *Riddersprang* the route follows the right (E.) bank of the *Sjoa* to the *Saliensæter* and the *Stutgangen-Sæter*. We now quit the *Sjodal* and turn to the S.E., round the *Stutgangen-Kamp*, and thus reach the *Griningsdal*, with its sæters (good quarters).

The path leads round the large rocky knoll to the W. of the *Griningsdal* to the *Kampsæter* and the *Grasviksæter*, at the N. end of the upper *Sjodalsvand*. From this point we may row to the *Besstrandsætre* or *Bes-sætre* (p. 133), and walk thence to *Gjendeosen*; or we may walk the whole way thither, skirting the E. bank of the *Sjodalsvand* the first part of the way. — *Gjendesheim*, see p. 143.

From *Gjendesheim* an interesting route (to which, however, the great difficulty of crossing the *Leirungselv* is a serious drawback) leads through the *Øvre Leirungsdal* to the *Svardal*, and thence along the *Svardalsaxle* to the *Gjendebo* (p. 141). Guide necessary (5 kr. 20 ø.).

FROM GJENDESHEIM TO LAKE BYGDIN (6-8 hrs., guide 4 kr.; not a very attractive route). The path leads on the S. bank of the *Sjoa* to the *Leirungsvand* and passes round the E. side of the lake. It then ascends the course of a brook to the S. to the *Brurskard-knatte*, avoiding the extensive marshes of the *Leirungselv* in the valley of that stream. Around the *Leirungsdal* rise the imposing *Synshorn*, *Knutshullstind*, *Kjærnhullstind*, and *Høgdebrattet*.

At the top of the hill towards the S. we reach a dreary plateau called the *Valdersfly* (*Fly*, 'marshy mountain-plateau'), with its numerous ponds. Keeping a little to the E., we then descend by the *Rypekjern* stream to the *Vinstervand* or *Strømvand*. For a short distance we follow the W. bank of the lake, cross the *Vinstra* by a bridge, turn towards the S.W., past a spur of the *Ritihorn*, which

has been visible from the Valdersfly onwards, and thus reach the *Raufjordsheim Hotel* near the E. end of Lake Bygdin (see p. 137).

Those who take this journey in the reverse direction should row from the Raufjord Hotel to the *Sundsæter* at the N.E. end of Lake Bygdin, and along the *Breilaupa* (p. 138), which descends from the Kalvaahøgda on the N., ascend towards the N.E. to the Valdersfly, on which the route unites with that described above.

### c. From Bredvangen to Røjshejm.

86 Kil. (54 Engl. M.). ROAD with fast stations (carriage 17 ø. per Kil.) — This route is one of the principal approaches to Jotunheim and is also traversed by travellers from the Gudbrandsdal to the Sognefjord (comp. p. 128).

*Bredvangen*, see p. 120. — The route diverges from the Gudbrandsdal road at Kringelen, to the N. of Bredvangen, crosses the Løngen, and ascends the wooded and monotonous *Ottadal*.

11 Kil. *Aasoren*. We then pass the old farms of *Bjørnstad* and *Tolfstad*.

16 Kil. *Snerle*, where the road from *Bjølstad i Hedal* and *Storklevstad* (p. 120) joins ours. The valley now expands, and the snow-capped *Lomsegge* becomes visible in the distance.

7 Kil. *Sørum* (\*Inn, comfortable),  $1\frac{1}{4}$  hr. to the W. of which is the curious old church of *Vaage*. The road to *Nordre Snerle* and *Laurgaard* diverges here (21 Kil.; see p. 121).

The road now follows the S. bank of a lake 40 Kil. (25 Engl. M.) in length, called the *Vaagevand* as far as Andvord, and the *Ottavand* farther on, passing a number of gaards, some of which are historically interesting. *Storvik*, one of these gaards, where tolerable quarters are obtainable, about 12 Kil. from Sørum, is prettily situated. The *Thesse*, which falls into the lake near this point, descends from the *Thessevand* (p. 131), and on its way forms several fine cascades. The lowest fall may be visited in  $\frac{1}{2}$  hr.; and the most picturesque, the \**Orefos*, may be reached without a guide in  $1\frac{1}{2}$ –2 hrs. by following the E. bank of the stream. Opposite, on the N. bank of the lake, rises the *Skardhø* (5340 ft.).

20 Kil. *Gardmo*, the next station, also lies on the S. bank of the lake, beyond which the road runs more inland.

15 Kil. *Andvord* (\*Station), lies near the influx of the *Bævre* into the *Vaagevand*, which above this point is generally called the *Ottavand*.

From Andvord to the *Geirangerfjord*, see R. 18.

A view is obtained of the valleys of the *Bævre* and *Otta*, separated by the huge *Lomsegg*. By the bridge of Lom the *Bævre* forms a waterfall, the milky colour of which indicates that it descends from glaciers. The alluvial deposits at the mouth of the stream have formed a considerable delta, which confines the *Otta* to the N. side of its valley. About 2 Kil. from Andvord we reach the —

\*Church of Lom (1290 ft.), one of the ancient Norwegian

*Stavekirker*, built entirely of resinous pine-wood, and dating from the 13th or 14th century (comp. p. 22). The architectural forms recall the Byzantine style. The once open roof is now concealed by a flat ceiling, and there are other modern disfigurements. The *Pulpit*, with its sounding-board, and a silk *Flag* with a hand holding a sickle (*Ljaa*) are noteworthy. *Hr. Brodahl*, the pastor, who often obligingly shows the church himself, states that the flag was presented by a neighbouring farmer who introduced the system of irrigation many years ago. This must have been a great boon to the community, as rain is scarce in this district (comp. p. 164). The curious dragons' heads on the outside of the church, the scale-like roof, the central tower, and the N. portal should also be noticed. The external woodwork is coated with tar, which has become as hard as stone. The restoration of the edifice is contemplated. — The churchyard contains interesting *Tombstones* of 'Kløbersten', or soapstone, in the form of crosses encircled with rings. — A *Stabbur* at the *Præstegaard*, or parsonage, is also worthy of inspection.

The road to Røjsjhem now turns to the S.W. and ascends the narrow and at first well cultivated *\*Bævradal*, with its brawling stream, a picturesque valley, especially when seen by morning light. One of the bridges is a curious old Norwegian structure, and another near Røjsjhem is also an object of interest. At one point called the *\*Staberg*, where there is a mill, the ravine is extremely narrow, and huge blocks of rock have fallen into it from the hills above. Higher up, the valley expands, but at the same time becomes stony and sterile. Great caution is necessary in driving, as the narrow road runs close to the bed of the stream at places. In the back-ground rise the *Galdhø*, which conceals the *Galdhøpig*, and the *Djuvbræ*, forming a most imposing mass of ice and snow. On the right we pass the *Gaard Suleim*, with a waterfall, and on the left the falls of the *Glaama* and the hamlet (*Grænd*) of *Glaamstad*.

17 Kil. *Røjsjhem*, see p. 147.

#### d. From Storvik to Lake Gjende.

1½-2 Days. A walk which embraces several interesting points. Guide desirable as far as the Fuglsæter. The night may be spent at the Fuglsæter or at the Veoli-Sæter.

From the Gudbrandsdal to *Sørum* and *Storvik*, see p. 130. — From *Storvik* the path ascends the right (E.) bank of the *Thesse-Elv* to the *Ringnæssæter*, thence to the S.W. to the *\*Oxefos*, or *Endinfos*, and across the river to the *Nordsætre* at the N.W. end of the *Thessevand* (about 1½ hr.), a lake 6 Engl. M. long, abounding in trout, and which is said to have been presented by St. Olaf to the inhabitants of Gardmo (p. 130). In 1½ hr. more we row to the *Naaversæter* at the S. end of the lake, whence the route mentioned at p. 146 leads through the *Smaadal* to the *Visdal*.

The path now traverses the disagreeable marshes formed by the *Smaadøla* at its influx into the lake. A horse may possibly be obtained at the Naaversæter to enable the traveller to cross the swamp dryshod; if not, he must keep as far as possible to the right in order to avoid it. Beyond this point the path leads to the S. to the (2-3 hrs. from the lake) —

**Fuglsæter** (3035 ft.; good quarters). If time permit, the traveller may ascend the *Fuglehø* (see the *Map*), in order to obtain a view of the Jotunheim Mountains.

About  $\frac{1}{2}$  hr. to the S. of the Fuglsæter we reach the picturesque, pine-clad *Sjodal*, where a bridge leads to the E. to the right bank of the *Sjoa*. Near this spot, according to tradition, the 'Valdersridder' with his abducted bride, when pursued by the 'Sandburidder', sprang across the rocky chasm, which accordingly bears the name of *Ridderspranget*. (The route to Randsvørk crosses this bridge; see p. 129.)

Our route follows the left (W.) bank of the *Sjoa*, and after about 1 hr. quits the *Sjodal* and ascends to the W. to the **Veolissæter** (good quarters), near the *Veodal*.

The neighbouring *\*Veoknap* commands an admirable survey of the Glittertind, Nautgardstind, etc. — An uninteresting route, chiefly used by reindeer-stalkers, leads through the *Veodal* and crosses the *Skautflyene*, between the Glittertind and the *Veobre*; it then descends by the *Skautale* to the *Nedre Sulheims-Sæter* in the *Visdal* (p. 146).

The route now descends into the *Veodal*, crosses the *Veodelv* by a bridge, and reaches the ( $1\frac{1}{2}$  hr.) **Hindsæter** in the *Sjodal*, near the influx of the *Store Hinden* into the *Sjoa*.

A path leads hence, crossing the *Sjoa* by a bridge, to the *Stutgangen Sæter* on the E. side of the *Sjodal*, and to the *Griningsdals-Sætre* (p. 129), which command a fine view of the Nautgardstind to the W.

After wading through, or leaping across, the *Store* and the *Vesle* ('little') *Hinden*, we next reach (about  $1\frac{1}{2}$  hr.) the three —

**Rusliensætre** (2648 ft.; good quarters at all).

THE ASCENT OF THE NAUTGARDSTIND ('neat-yard peak'), a broad and partly snow-clad pyramid but with a summit free from snow, may be made from these sæters in 3-4 hours. It is sometimes spoken of as a 'Dametind', partly because of its graceful form and partly because the ascent has been frequently accomplished by ladies. The path follows the cattle-track ('kuraak') to the *Hindfly*, where it turns to the left to the *Søndre Tværaa* and round the *Russe Rundhø*, traversing 'U'. Fine view hence, to the S.W., of the *Tykningssuen* (7710 ft.). We now come in sight of the slightly flattened and snowless summit of the *Nautgardstind* (7610 ft.), to which we have still a steep ascent of about  $\frac{1}{2}$  hr. on the N.E. side of the cone. On the W. side the Tind ends in a vast 'Botn' or basin, 1600 ft. in depth. To the E. the view embraces the extensive 'Sætervidder' of the Gudbrandsdal with their isolated peaks, as far as the *Rondane* and the *Søltind* in the *Østerdal*. The prominent mountains to the S. are the *Beshø* and the *Knutshullstind*, while far below us lies the dark-green *Rusvand*. The grandest peaks to the W. are the *Memurutind*, the *Heilstugubø*, and the *Leirbø*, with their connected glaciers; then the *Galdhøpig*, and nearer us the Glittertind.

FROM THE RUSLIEN-SÆTRE TO THE MEMURUD ON LAKE GJENDE, a long and somewhat fatiguing day's walk (9 hrs.). The route at first follows the left bank of the *Russene*, crosses the *Søndre* and *Nordre Tværaa* (which









must be forded), and reaches the (3 hrs.) *Rusvasbod*, at the E. end of the crescent-shaped *Rusvand* (4263 ft.), a lake 7 Engl. M. in length. The little frequented path skirts the N. bank of the lake, crossing several mountain-torrents. To the S. are the precipices of the massive *Beshø* (see below). At the (3 hrs.) W. end of the lake we ascend the *Rusglop*, between the *Gloptind* on the S. and the *Tyukningssuen* on the N., and then pass the *Hesttjern*, lying to the right. After following the height to the S. for some distance farther, there is a steep descent to the (3-4 hrs.) *Memurubod* (p. 142), where the muddy *Memuruelv* is crossed by a bridge. Thence to the *Gjendebod*, p. 141.

The route from the *Rusliensæter* to *Gjendeseen* (*Gjendesheim*) crosses the *Russenelv* and leads to the S. over a spur of the *Besstrandfjeld* to the (1½ hr.) *Besstrandsæter*, at the W. end of the lower *Sjodalsvand*. It next skirts the W. bank of the upper and larger *Sjodalsvand*, affording a view of the *Mugnafjeld*, *Synshorn*, and other lofty mountains towards the S.W., and in 1½ hr. more reaches the two —

**Bes-Sætre** (3205 ft.; good quarters at the upper sæter), whence the ascents of the *Vestefjeld*, *Beseggen*, and *Beshø* are accomplished (comp. p. 144).

From the *Bes-sæters* we have a walk of 1 hr. more to *Gjendeseen* (*Gjendesheim*; see p. 143).

## 17. Jotunheim.

*Comp. the Map* (scale 1 : 500,000).

A map of the same district on a larger scale was published in 1884 by A. Cammermeyer of Christiania ('*Lomme-Reisekart over Vestre-Slidae, Borgund, Lyster*'; Scale, 1 : 175,000; price 1 kr.).

The greater part of Norway, as has been repeatedly mentioned, consists mainly of a vast table-land, descending abruptly at the margins, rising occasionally into rounded summits, and rarely intersected by valleys. In marked contrast, however, to this unpicturesque formation, that of several districts presents the 'Alpine' characteristic of well-defined mountain-ranges furrowed with frequent valleys. The most important of these districts are the *Lyngenfjord* in *Tromsø Amt* (p. 253) and the region bounded by the *Sognefjord* on the W. and the plateaux of *Valders* and the *Gudbrandsdal* on the S. and N.E. respectively. The latter was explored for the first time by *Keilhau* in 1820 and named by him *Jotunfjeldene*, or the 'Giant Mountains', but is now generally known as *Jotunheim*, a name given to it by subsequent 'Jotunologists' (chiefly Norwegian students) as a reminiscence of the 'frost giants' in the *Edda*.

The mountain-peaks of Jotunheim (called *Tinder*, *Pigger*, *Horner*, and *Næbber*, while the rounded summits are named *Høer*) are all over 5900 ft., several are upwards of 6550, while the *Galdhøpig* (p. 148) and the *Glittertind* (p. 146) exceed 8200 ft. in height. The high Alps are much loftier (*Mont Blanc*, 15,784 ft.), but are generally surpassed by the Jotunheim mountains in ab-

ruptness. The plateaux extending between the lofty peaks are almost entirely covered with snow, the snow-line here being about 5580 ft. (in Switzerland 8850 ft.). Huge glaciers (*Braer*, the smaller being called *Huller*, holes) descend from these masses of snow, but without penetrating into the lower valleys as they do in Switzerland. The mountain-basins which occur here frequently, enclosed by precipitous sides rising to 1600 ft. or more, are known as *Botner*. A peculiarity of the valleys, which with a few exceptions, lie upwards of 3300 ft. above the sea-level (*i. e.* higher than the forest-zone), is that they rarely terminate in a pass, but intersect the whole mountain, gradually rising on each side to a 'Band' or series of lakes where no distinct culminating point is observable. The interest of the scenery of Jotunheim is greatly enhanced by its three imposing lakes.

The Norwegian *Turist-Forening*, which began its operations in 1868 (comp. *Intro.* iv), has rendered invaluable service to travellers by the construction of paths, bridges, and refuge-huts, and by the appointment of competent guides. Several private individuals have followed their good example by erecting other refuges (dignified with the name of 'hotels'), so that travelling here is now attended with no serious difficulty or hardship. The huts generally contain clean beds and a supply of preserved meats, beer, and other refreshments at moderate charges (bed and food 3-4 kr. per day), but in some cases the broad bed must be shared with a fellow-traveller. As members of the *Turist-Forening*, who are recognisable by their club-button, always have a preference over other travellers, those who intend to explore this region thoroughly are recommended to enrol themselves at Christiania, Bergen, Throndhjem, or Fagernæs (4 kr. per annum, and 80 ö. additional for the 'Klubknap').

On some of the excursions the only accommodation as yet procurable is at the sæters and 'Fæboder' or 'Fælæger', kept by good-natured cow-herds (*Fakarle* or *Driftekarle*) who regale the traveller with 'Fladbrød', milk, cheese, and butter, and can generally provide him with a tolerable bed (1½-2 kr. per day for bed and food). Comp. the remarks on Sæter Life at p. 124.

The chief POINTS OF INTEREST in the Jotunheim centre around the W. end of the Bygdin-Sjø and the Gjende-Sjø, and are most conveniently visited from *Eidsbugarden* (p. 139) and the *Gjendebod* (p. 141). Besides these there are several places which command admirable views of the *Horunger* (pp. 157, 161); lastly the *Utladal* (p. 157), the *Leirdal* (p. 150), the *Visdal* (p. 145), and the *Galdhøpig* (p. 148). Unless the traveller is prepared for a somewhat rough expedition with 8-10 hrs. walking daily, he should content himself with walking or riding to Eidsbugarden, ascending the *Skinergy* (p. 139), and visiting the ice-lake in the *Melkedal* (p. 153).

The following are the best STARTING POINTS for a tour in Jotunheim: — *Skogstad* and *Nystuen* (pp. 93, 94), from which Eidsbugarden is a short day's walk only; *Aardal* (p. 99) on the Sognefjord, whence we proceed in 7-8 hrs. to the *Vettisfos* (p. 100), the starting-point of the routes mentioned at pp. 155, 156; and lastly *Skjolden* on the Sognefjord (comp. p. 160). On the journeys described in R. 16, however, the traveller must be prepared for frequent delays, with the exception of R. c, from *Bredvangen* to *Røjskjem* (p. 130). The time occupied in crossing Lake Bygdin (p. 137) also greatly protracts the route from *Fagerlund*, which is otherwise an interesting approach to Jotunheim (see below).

The EQUIPMENT required by the traveller is similar to that used by Alpine mountaineers, but everything should if possible be even more durable, as he will frequently have to ford torrents, wade through marshes, and walk over very rough stony ground (*Ør*) for hours in succession. Heavy luggage should be left behind, as it hampers the traveller's movements, besides requiring an additional horse for its transport. As each guide is not bound to carry luggage weighing more than 22 lbs., a party of several travellers must either engage several guides, or carry part of their own belongings. The usual fee is 4 kr. per day, but the charges for the different expeditions are given in each case. No charge is made for the return-journey. In the hire paid for a horse the services of an attendant are never included, but must be paid for separately; if he is a full-grown man (*voxen mand*) he receives the same fee as the guide.

The distances in the following tours are calculated throughout for vigorous and active travellers. It should be borne in mind that the walking in Jotunheim, owing to the want of roads, is much more exhausting than among the Swiss mountains; so that travellers should not attempt to do too much in one day.

In accordance with the standard Norwegian rule of travel, which applies specially to Jotunheim, horses, guides, and boats should always be ordered in good time, and if possible on the day before they are wanted.

#### a. From Fagerlund in Valders to Raufjordsheim, and across Lake Bygdin to Eidsbugarden.

88 Kil. (55 Engl. M.). A journey of two days: 1st. Drive to (45 Kil.) *Beito*, the last skyds-station; walk to *Raufjordsheim* in 3½ hrs. — 2nd. Ascend the *Bitihorn* early in the morning, 3-4 hrs. there and back; row across *Lake Bygdin* to *Eidsbugarden* in 8 hrs.

The following outline of a tour including the finest scenery of Jotunheim may also be given here: — 1st Day. From *Fagerlund* to *Raufjordsheim*, and ascend the *Bitihorn* in the evening. — 2nd. Row to the *Nybud* (p. 138), and walk through the *Thorfinsdal* and *Svardal* to the *Gjendebod* (p. 141) on Lake Gjende. — 3rd. Ascend the *Memurutunge* with a guide, and walk in the afternoon to *Eidsbugarden* (p. 139). — 4th. Ascend the *Skinegg* (p. 139), returning by *Tvindehoug* on Lake Tyin (a short day). — 5th. Proceed with guide through the *Melkedal* to *Skogadalsbøen*. — 6th. With guide across the *Keiser* to *Fortun* (p. 160), or through the *Utladal* (p. 157) to the *Vettisfos*.

*Fagerlund* in Valders, see p. 91. — The road to the district of *Østre-Slidle* diverges to the N.W. from the *Lærdalsøren* road and enters the valley of the *Østre-Slidle Elv*. It is nearly level at first, but afterwards ascends rapidly through a wood. To the left, below, lies the *Sæbo-Fjord*, high above which stand several

gaards. In the distance rise snow-mountains. Several gaards and on the right the loftily situated church of *Skrutvold* are passed. Below the road, farther on, lies the *Hovsbygd* with the *Hovsfjord*. A steep track to the right leads to large slate-quarries.

17 Kil. **Rogne** (\**Inn*, often full in summer) lies just beyond the church of that name. Below lies the *Voldbofjord*, at the N. end of which is the church of *Voldbo*. To the E. rise *Mellene*, a range of heights, on the W. slope of which is the *Øiangenshøi*, affording a fine survey of the Bitihorn, Mugnafjeld, and other mountains.

From Rogne across the *Stidreans* to *Hande* (22 Kil.), by a good road, see p. 92.

The scenery now becomes monotonous. The road crosses the *Vindclew*, which descends to the *Voldbofjord* and forms a waterfall higher up. It next skirts the *Hæggefjord*, and then ascends steeply to *Hagge*, with its old timber-built \*Church, to the right of which is a tombstone to the memory of a student who perished while attempting to cross the Breilaupa (p. 138). At about 13 Kil. from Rogne we pass *Northorp*, a genuine Norwegian gaard. To the left, farther on, are the *Dalsfjord* and the *Mørstafjord*, which a river connects with each other and with the *Hedalsfjord*.

17 Kil. *Skammesten* (\*Station). Then, on the *Hedalsfjord*, the gaard *Hedulen*, whence a road descends to *Lake Øiangen*. Fine view of the lake, with the *Stellefjeld*, *Mugnatind*, and *Bitihorn* (see below), past the last of which runs the route to the *Raufjord*.

8 Kil. **Beito** (*Guldbrand Beito*, seven beds), the last skyds-station. On Sundays the neighbouring peasantry assemble here to dance their national 'Springdans', accompanied by the strains of the 'Norske Harp'.

The path from Beito to the *Raufjord Hotel* (guide 1½ kr.; comp. *Map*, p. 132) leads to the N.W., and is at first nearly level, but afterwards ascends steeply. At (1 hr.) the top of the hill is a marshy plateau enclosed by mountains, the *Mugnatind* to the W., and the precipitous *Bitihorn* (see below). In 1 hr. more we reach the *Smørhul sæter*. (By making a digression of 2-3 hrs., with a guide, the traveller may now ascend the Bitihorn, viâ the Bitihorn-Sæter, but the excursion is easier from the *Raufjord*; see below.) The path ascends steeply for 25 min. more. Extensive view towards the S.; quite near us, on the left, rises the Bitihorn. The path now descends towards the N., close to the precipitous rocks (echo). After a walk of 1 hr. across marshy ground, passing round the Bitihorn, we reach the houses on the *Raufjord*, which are inhabited in summer only. The northernmost of these is called the —

**Raufjordsheim** (3600 ft.), the property of *Knut Løkken* (one of the best guides for the Jotunheim), containing six beds, and affording tolerable food (inferior to the club-huts; charges the

same). The second house belongs to a private owner, and the third is used by the guides. This spot is almost beyond the zone of trees, and the ground is but scantily covered with 'Rab', juniper bushes, dwarf birches, and Arctic willows. — The water of the *Raufjord*, an arm of Lake Bygdin, is strongly impregnated with iron, tinging the stones on its bank with its reddish colour (whence the name, *rau* being the same as *raud* or *rød*, 'red'). This desolate region, in which several snow-mountains are visible, resembles an Arctic landscape. Lake Bygdin is not itself visible, and the Bitihorn is concealed by an intervening height.

The ASCENT OF THE BITIHORN from Raufjordsheim takes 3-4 hrs., there and back (guide unnecessary). The traveller ascends the W. slope the whole way to the top. Several swamps near the beginning of the ascent are avoided by keeping to the left as far as possible. The summit soon becomes visible, serving as a guide. For an hour the route traverses 'Rab' or underwood and the whitish soil peculiar to the Norwegian mountains, and for another hour it ascends somewhat steeply over rock. Near the top is a cleft with perpendicular sides, containing snow and ice at the bottom.

The \*Bitihorn (5270 ft.) rises on the boundary between Jotunheim and the great plateau extending to the E. of that region. To the W. we survey an imposing Alpine scene, and to the E. a lofty table-land diversified with large lakes and a few peaks, while Lake Bygdin lies immediately below, on the N.W. side of the Bitihorn. This mountain may therefore be called the 'Rigi' of Norway. To the W. rise the mountains near Lake Bygdin, conspicuous among which are the *Kulvaahøgda* and *Thorfinstinder*; more to the left, the *Uranaustind*, the *Langeskarl*, the *Horunger*, and *Koldedals-tinder*. Towards the E. rise the isolated summits of *Skaget* and *Mellene*, and below us lie the *Vinstervande*. To the N. we observe the grey *Valdersfly*, and farther distant, to the N. of Lake Gjende, the *Beshø* and *Nautgardstind*. To the S. are Lake *Øiangen*, the valley of *Østre Slidre*, and the *Mugnatind*, *Suletind*, and other mountains.

FROM RAUFJORDSHEIM TO EIDSEUGARDEN by boat in 7-8 hrs., including stoppages (for 1, 2, 3 persons with two rowers 8 kr. 40 ø., 10 kr., 12 kr. respectively; to Nybud only, 4 kr., 4 kr. 40, 5 kr. 20 ø.; those who hire a guide here may utilise him as a rower, so that one other only need be taken). Crossing the *Raufjord*, the boat soon passes through the *Bygdinsund* and enters \*Lake Bygdin (3610 ft.), the largest of the three lakes of Jotunheim, about 15 Engl. M. in length from E. to W., and 2-4 M. in breadth. On the N. side it is bounded by lofty mountains, whose precipitous slopes afford excellent pasturage. The large herds of cattle which graze here in summer are sent to the Christiania market in September. The S. bank is lower and less picturesque.

Storms sometimes render the navigation of the lake impracticable. The walk along the N. bank to Eidsbugarden (10-12 hrs.) is extremely fatiguing. The numerous and in many cases deep and impetuous streams which flow into the lake, are icily cold, and to cross them is often attended with serious danger.

The boat skirts the N. bank. On the right we first observe the *Nedre Sæter* and the *Breilaupa* which descends from the Kalvaahøgda (see below). By another torrent is the sæter of *Hestevolden*, where a halt is usually made. The traveller may creep into the hut, which closely resembles a Lapp 'Gamme' (p. 251), and the night may be spent here if necessary. The *Kalvaahøgda* (7170 ft.) may be ascended hence, and the descent made to the *Leirungsbræ*.

We next pass the deep *Thorfinsdal* (see below), with remains of ancient moraines at its entrance. At the base of the *Thorfins-tind* we then reach the *Langedals-Sæter*, and near it the *Nybud*, a shooting-lodge belonging to *Hr. Sæhli*, a 'Storthingmand', of which the neighbouring cow-herd has the key.

From the Nybud we may ascend the huge \**Thorfins-tind* (about 7050 ft.; 6-7 hrs.), the jagged crest of which is called the *Brudefølge* ('bridal procession'). Fine survey of Lake Bygdin and half of Valders, and particularly of the other Thorfins-tinder to the N., the *Svartdalspigge*, and the *Knutshullstind* (p. 142).

FROM THE NYBUD TO LAKE GJENDE there are two routes. One leads to the N.W. through the *Langedal*, passing the *Langedalstjærn*, and crossing the glacier (6200 ft.) between the *Stemarkhø* (7173 ft.) on the left and the *Svartdalspigge* (7120 ft.) on the right into the *Veste Aadal*. Guide 2 kr., but rather to be found at the Nybud. The expedition is very grand, but somewhat toilsome. — A preferable route (guide 2 kr., but unnecessary) leads to Lake Gjende in 4-5 hrs. through the *Thorfinsdal* and the *Svartdal*. It ascends steeply at first on the W. side of the *Thorfinsdalselv*, commanding a view of the whole valley, which is separated from the *Svartdal* to the N. by a 'Band', or lofty plain with a series of lakes (p. 134). The path follows the W. side of the valley. To the left, farther on, we obtain a superb view of the *Thorfinshul*, a basin formed by the *Thorfins-tinder*; before us rise the three *Knutshullstinder*, which enclose the *Knutshul*, but the highest of them is not visible. Adjoining the northernmost are several peaks of Alpine character. The highest part of the route is reached at the S. end of the long 'Tjærn' (tarn), whence we perceive the mountains to the N. of Lake Gjende, particularly the pointed *Semmel-tind*; to the E. the mountain with a sharply cut outline is the *Leirungskampen*. We may now either walk over the disagreeable rough stones (*Ur*) on the W. side of the valley, or wade through the river and descend on the almost equally stony E. side. In the latter case we recross to the W. side (4750 ft.) by a small pond farther on. We now enter the *Svartdal*, of which there is no definite boundary. On the left tower the imposing *Svartdalspiggene*, from which the *Svartdals Glacier* descends. We cross the glacier as low down as possible, where it is level and presents no difficulty. The crevasses are not deep, but may be awkward if covered with snow. To the right lies the *Svartdalstjærn*, out of which the *Svartdøla* flows to the N. (The passage of the *Bræ-Vör*, or moraine at the bottom of the glacier, is objectionable.) Farther on we cross a deposit of snow. We soon reach the huge precipice descending to Lake Gjende, called *Gjendebrynet*, through which the *Svartdøla* has worn a deep gorge (*Svartdalsglupet*). We may either follow the latter from 'Varde' to 'Varde', or (better) ascend a ridge covered with loose stones to the left to the \**Svartdalsaaule*, which commands an admirable survey of the whole N. side of Jotunheim. To the N.W. are the *Melkedalstind* (below which lies

the Grisletjærn, and the Rauddalstinder, Smørstabtinder, and Skarvedalstinder; to the N. the Semmelstind, a peak of pyramidal form, the Memurutind, Tykningssuen, and Nautgardstind; to the E. the Beshø and Besegg; while at our feet lie the dark-green Gjende with the Gjendetunge and Memurutunge. (From this point the *Svardalspig*, 7120 ft., may be ascended without difficulty.) We now descend to the W., below the Langedalsbrø, at first somewhat steeply over loose stones, and then over soft grass. The route then descends by the course of the glacier-stream into the Vesle-Aadal, whence it soon reaches the GJENDEBØ (p. 141). On reaching Lake Gjende, the traveller may prefer to shout for a boat to convey him across the water. (Those who descend through the Svardalsglupet are dependent on a boat, as they do not emerge on the path.)

Continuing our voyage on Lake Bygdin, we next pass the *Langedalselv* and then the *Galdeberg*, where there is a small uninhabited hut. This a curiously situated spot, and well clothed with vegetation (French willows, aconite, bilberries, etc.). From the hill falls the *Galdebergsfos*. On the S. side of the lake rises *Dryllensset* (4864 ft.). Rounding the precipitous rocks of the Galdeberg, we observe to the right above us the *Galdebergstind* and facing us the *Langeskavl* (or *Rustegg*) with the *Uranaastind*, presenting one of the sublimest spectacles in Jotunheim. On the right next opens the valley of the *Tolorma* (*Høistakka*), which forms a waterfall, with the *Grashorung* (or *Sjoghultstind*, 7147 ft.) in the background. To the S.W. rise the *Koldedalstinder*, and to the S. the *Skinegg*. Looking back, we observe the three peaks of the *Sletmarkhø*. The lake owes its milky colour to the *Melkedøla*, a genuine glacier-brook. After a row from the Raufjordsheim of about 6 hrs. in all, we reach the timber-built—

**Eidsbugarden**, or *Eidsbud*, situated at the W. end of Lake Bygdin, about 100 ft. above the water, where the accommodation is similar to that afforded by the club-huts (same charges). This is the most beautifully situated 'hotel' in Jotunheim, and is the starting-point for several magnificent excursions.

The ascent of the **\*Skinegg** (ca. 5085 ft.) from Eidsbugarden takes  $1\frac{1}{2}$  hr. (or there and back  $2\frac{1}{2}$  hrs.; no guide required). We cross the stream descending from the Eid between lakes Bygdin and Tyin, and ascend straight to the northern peak, avoiding the soft snow-fields as much as possible. (The southern peak is apparently, but not really, the higher.) The view from the summit, where rocks afford welcome shelter, is justly considered one of the finest in Jotunheim, though shut out on the E. side by the higher 'Egg' (edge, ridge) of which the Skinegg is a spur.

To the S. we survey the Tyin and the whole of the Fillefeld, with the Stugnøss near Nystuen and the majestic Suletind. Of more absorbing interest are the mountains to the W. and N., where Tyseggen, the Gjeldedalstinder and Koldedalstinder (Falketind, Stølsnaastind) with their vast mantles of snow, and farther distant the Horunger (beginning with the Skagastølstind on the left, and ending with the Stygge-dalstind to the right) rise in succession. Next to these are the Fleskedalstinder, the Langeskavl, the Uranaastind, with a huge glacier on its S. side, the Melkedalstinder, the Grashorung, and other peaks. To the N. rise the mountains on the N.W. side of Lake Gjende, and still more

prominent are the Sletmarkhø, Galdebergstind, and Thorfinstinder on Lake Bygdin. Of that lake itself a small part of the W. end only is visible.

TO TVINDEHOU ON LAKE TYIN (p. 141) we may descend direct from the Skinegg towards the S.W. - A circuit to the top of the Skinegg, down to Tvindehou, and back to Eidsbugarden may be made in 5-6 hrs.

The ASCENT of the LANGESKAVL, there and back, takes half-a-day (guide necessary, 2 kr.). The route ascends the course of the *Melkedøla* (p. 153), and, instead of turning to the right towards the Melkedal, leads to the left into a side-valley, where we keep as far as possible to the right. The bare summit of the *Langeskavl* (about 5900 ft.) towers above masses of snow. The view embraces the mountains seen to the W. of the Skinegg, to which we are now nearer, and also the whole of Lake Bygdin as far as the Bitihorn.

The URANAASTIND (6-7 hrs. from Eidsbugarden, or a whole day there and back; guide necessary, 4 kr.) is ascended partly by the route to the Langeskavl, which after a time is left to the W. in order to ascend the extensive *Uranaasbræ*. We then cross that glacier to the *Bræskard*, whence we look down into the Skogadal to the W. (p. 154). Lastly an ascent on the N. side of about 800 ft. more to the summit of the *Uranaastind* (7037 ft.), which is also free from ice or snow. This is the highest E. point of the *Uranaase*, the W. end of which also presents an imposing appearance when seen from Skogadalsbøen (p. 157). The extensive view vies with that from the Galdhøpig (p. 148). Towards the E. the *Uranaastind* descends precipitously into the Uradal (p. 156). To the S. it sends forth two glaciers, the *Uranaasbræ*, already mentioned, and the *Melkedalsbræ*, the E. arm of which descends into the Melkedal (p. 153), while the W. arm, divided again by the *Melkedalspigger*, descends partly into the Melkedal, and partly to the Skogadal (p. 154). Experienced mountaineers may descend the mountain by the last-named arm of the glacier, which has to be traversed for 1 hr.; the lower part only is furrowed with crevasses (*Sprækker*).

### b. From Skogstad and Nystuen to Tvindehou and Eidsbugarden.

30 Kil. BRIDLE PATH (horse to Tvindehou 4 kr.). Some travellers, however, will prefer to walk to (2 hrs.) Lake Tyin, row to (12 Kil.) Tvindehou, and walk thence to (6 Kil.) Eidsbugarden.

*Skogstad* and *Nystuen* on the *Fillefjeld* (see p. 94), lying on the great route through Valders to the Sognefjord, are favourite starting-points for Jotunheim (horses and guides at both). By the *Opdalstøle*, about halfway between these stations, the route to Lake Tyin diverges to the N. and in 1 hr. crosses the hill which separates it from the district of Valders. Fine view from the top of the hill of the snowy Gjeldedalstind, the Koldedalstind, and the Stølsnaastind to the N.W. of the lake.

**Lake Tyin** (3296 ft.), 10 Engl. M. long and 2 M. broad, with a wide bay at the W. end from which the *Aardøla* issues, is a beautiful Alpine lake, the banks of which, like those of the other lakes of Jotunheim are uninhabited, except by a few cow-herds in summer, the most important of whose 'Fælæger' are marked in the map (p. 132). At the S. end, where the lake is reached, a boat is generally procurable to convey travellers to Tvindehou (for 1, 2, 3 persons with 1 rower 2 kr. 40, 2 kr. 80, 3 kr. 20 ø.; with 2 rowers 3 kr. 60, 4 kr. 40, 5 kr. 20 ø.); otherwise they must walk along the E. bank of the lake (bad road, 3½ hrs.). On every side rise

lofty mountains. Above the Fælager of *Maalnæs* towers the pyramidal *Uranaastind* (p. 140), and to the S. rises the *Suletind* on the *Fillefjeld*.

**Tvindehoug** (3330 ft.), a large club-hut belonging to the Turist-Forening, is one of the chief stations of the Jotunheim guides. Ascent of the *Skinneegg* (p. 139) 1½-2 hrs.; guide hardly necessary.

The *Koldedalstind* or *Falketind* (6700 ft.), to the N.W. of Lake Tyin, is most conveniently ascended from Tvindehoug (8-10 hrs.; guide, *Ole Olsen Skattebo*, 4 kr.). We row across the lake, ascend the valley of the *Koldedøla* to the foot of the *Falketind*, and then climb, most of the way over glaciers, to the summit. The view is one of the wildest in Jotunheim. The *Falketind* was ascended in 1820 by *Prof. Keilhau* and *Chr. Boeck*, and was the first of the Jotunheim mountains ever climbed. — The dangerous descent to the *Koldedal* (p. 156) should not be attempted.

Skirting the lake, and then crossing the low *Eid* or isthmus which separates lakes Tyin and Bygdin, we reach *Eidsbugarden* (p. 139) in about 2 hrs. more.

### c. From Eidsbugarden to the Gjendebod on Lake Gjende.

From Eidsbugarden to the *Gjendebod*, 4-5 hrs.; guide (hardly necessary) 2 kr. 40 ø., horse 4 kr. (A still finer route than the present is that already described, from the *Nybud* through the *Thorfinnsdal*, pp. 138, 139.) On the same afternoon ascend the *Memurutunge* and return by boat from the *Memurubod*.

*Eidsbugarden*, see p. 139. We take the road along the N. bank of Lake Bygdin, cross (¼ M.) the rapid *Melkedøla* (p. 152) by a narrow wooden bridge, and reach in about ¾ hr. more the *Tolormebod*, at the mouth of the *Tolorma* or *Høistakka*, which point may also be reached by boat (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). Grand retrospective view of the snow-mountains to the W. (comp. p. 137).

The path ascends the left bank of the *Tolorma*, on the W. slope of the *Galdebergstind*, and mounts the *Ordalhø*, crossing (½ hr.) a brook which descends from that mountain. The route then leads somewhat steeply up the *Gjelhø* to the N.E. to the plateau of *Grønneberg*. To the left rises the *Grashorung* (7146 ft.) with the *Snehul*, and to the right the huge *Sletmarkhø* (7173 ft.), the glacier of which descends into the *Vesle Aadal*. Having crossed the *Grønneberg*, we descend rapidly to the N.E. into the *Vesle Aadal*, which is bounded on the N. by the *Gjendetunge*, and follow the brook down to Lake Gjende. Here we turn to the N., pass round the *Gjendetunge*, and cross by a new bridge to the —

**Gjendebod**, a well-equipped club-hut, situated at the entrance to the *Store Aadal*, and at the foot of the precipices of the *Memurutunge*. It accommodates 20 persons; and the moderate charges are fixed by tariff (good wine). Guide: *Erik Slaalién*. — Boat to the *Memurubod* with 1 rower for 1, 2, or 3 pers., 2 kr., 2 kr. 40, 3 kr. 20 ø., with 2 rowers 3 kr. 60, 4 kr., 4 kr. 80 ø.; to *Gjendesheim* with 1 rower 3 kr. 20, 4 kr., 5 kr. 20, with 2 rowers 6 kr.,

6 kr. 80 ø., 8 kr. (also for 4 pers.). The second rower should not be dispensed with, though his place may be supplied by the guide.

\***Lake Gjende** (3310 ft.), 11 Engl. M. long and  $\frac{1}{2}$ -1 M. in width, extends from W. to E., where the *Sjoa*, a tributary of the Lougen, issues from it. It presents a still more Alpine character than Lake Bygdin. On both sides, it is enclosed by perpendicular mountains, among which the *Beshø* (7580 ft.), on the N. or 'Sol-side', and the *Knutshullstind* (7782 ft.), and *Svartdalspig* (7120 ft.), on the S. or 'Bagside', are the loftiest. These peaks, however, cannot be seen from the Gjendebod, but become visible as we ascend the Store Aadal. There are but few places on the banks of the lake where landing or walking for any distance is practicable. The colour of the water is green, especially when seen from a height. The lake is fed by a very small number of wild glacier-torrents. Storms often render the lake dangerous for boating for days together, and the N. wind sometimes divides in the middle of the lake and blows at the same time towards the E. and towards the W. The lake is also often covered with fog (*Gjendeskenen*).

THE ASCENT OF THE MEMURUTUNGE takes about 4 hrs., or including the descent to the Memurubod 6 hrs. at least (guide 2 kr.). From the Gjendebod we may either make the extremely steep ascent to the E. by the *Bukkeløger* or the *Høgstueløfte* (dangerous without a guide), or follow the bridle-path through the Store Aadal for about  $1\frac{1}{2}$  hr., ascending the left bank of the stream, and then ascend rapidly to the right (practicable for riding; see below). The \***Memurutunge**, a hilly plateau about 4800 ft. in height, with snow-fields, small lakes, and interesting Alpine flora, forms a kind of mountain-peninsula, bounded on the W. by the Store Aadal, on the S. by the Gjende, and on the E. and N. by the Memuruev. Farther to the N. it is encircled by lofty snow mountains.

THE VIEW is magnificent. To the S. are the Knutshullstind with its deep 'Hul', and the Svartdalspig, between which lies the deep Svartdal; then the Langedal and the Sletmarkhø; to the W. rise the pointed Melkedalstinder and Rauddalstinder, prominent among which is the Skarvdalstind, all near the Rauddal. To the N.W. lies the Langevand with the Smørstadbinder, the Kirke, and the Uladalstinder. To the N. the Hinaakjernhø, Memurutind, and Tykningssuen. To the E. the Beshø and other peaks. — Instead of returning by the same route, it is far more interesting to traverse the Memurutunge to its E. end and then descend the steep slope to the Memurubod in the valley of that name. In this case a boat must be ordered before starting to meet the traveller at this point.

From the Gjendebod we may also ascend the \***Gjendetunge** (5096 ft.), which commands the same view as the Memurutunge, with the addition of a survey of the whole lake. We cross the bridge to the W., follow the path on the W. bank of the river to the N. for about  $\frac{1}{2}$  hr., and then ascend steeply to the left.

The ascent of the **Knutshullstind** (7820 ft.) from Gjendebod presents no great difficulty (8 hrs.). We cross the lake and ascend the Svartdalglupet (p. 138) to the Svartdal, whence we climb to the E. to the summit. The first ascent was made in 1875.

FROM THE GJENDEBOD TO SKOGADALSBJØEN THROUGH THE RAUDDAL, 10-12 hrs. (guide 5 kr. 40 ø.; to Berge near Fortun 6 kr. 40 ø.). If the Muran sæter in the Uttadal (p. 158) is open, which may be learned at the Gjendebod, the night had better be spent there, in whichever direction the route is taken. (Instead of the Rauddal route, the traveller may prefer that through the Store Aadal, the Grardal, and the Uttadal,  $1\frac{1}{2}$  day, a night being spent on the Leirvand. Guide to Berge 10 kr.; horse, with side-saddle if desired, 4 kr. per day, and as much more to the attendant.)

The route leads up the *Store Aadal* on the right bank as far as a ( $\frac{1}{2}$  hr.) waterfall formed by a brook descending from the *Grisletjærn*. It then ascends rapidly to the left. Farther on, it crosses the brook and leads on the N. side of the *Grisletjærn* and the following tarns to the *Rauddals-houg* (3 hrs. from the *Gjendebod*), where the *Rauddal* begins. This grand, but unpicturesque valley, with its almost uninterrupted series of lakes, lies to the N. of and parallel with the *Melkedal* (p. 153). The valley is nearly level, and there is no distinguishable watershed. Here and there are large boulders deposited by the glacier which must once have filled the valley. On reaching the '*Band*', or culminating point we enjoy admirable views in both directions: to the right rise the *Rauddalstinder* (7410 ft.), to the left is the *Melkedalstind* with its perpendicular wall, and between them peeps the *Fanaraak* (p. 151) in the distance; looking back, we observe the *Rauddalstind* on the left, the *Snehulstind* (Grashorung) on the right, and between them the *Sletmarkhø* (p. 139) with a fine amphitheatre of glaciers. It takes about  $1\frac{1}{2}$  hr. to cross the '*Band*', from which a route leads to the W. round the *Svartdalsegg* to the *Langvand* and the *Store Aadal* (a round of 10-12 hrs. from the *Gjendebod*). We next cross the *Rauddalselv* by a snow-bridge and traverse rough and toilsome 'Ur' and patches of snow on the W. side of the valley, skirting a long lake for the last  $\frac{1}{2}$  hr. (patience very necessary here). As we approach the *\*Rauddalsmund*, the precipice with which the *Rauddal* terminates towards the *Store Utladal*, the scenery again becomes very grand. A view is obtained of the mountains of the *Utladal* and *Gravadal*, including the curiously shaped *Smørstabtind*, from which the *Sjortningsbrø* descends. To the E. we survey the whole of the *Rauddal*, lying between the *Rauddalstind* on the N. and the *Melkedalstind* (p. 153) on the S. (the latter being the mountain which descends so precipitously into the *Melkedal*). The red (*raud, rød*) colour of the 'gabbro' rock-formation here has given rise to the name of the valley. Erratic glacier-blocks occur frequently.

The route now descends on the S. side of the waterfall of the *Rauddalselv* to the *Store Utladal*, about  $\frac{3}{4}$  hr. above the *Muran-Sæter* (p. 158).

The *\*Journey by boat across Lake Gjende*, from *Gjendeboden* to *Gjendeosen*, takes 3-4 hrs., but is not practicable in stormy weather. Soon after starting a view is obtained to the S. of the *Svartdal* (p. 138), at the entrance of which lies the cattle-shed of *Vaageboden*. To the N. are the slopes of the *Memurutunge* (p. 142). About halfway, at the mouth of the *Memurudal*, is the club-hut of *Memurubod*. To the N.W., at the head of the *Memurudal*, rises the *Semmelstind*. Toward the N.E. the *Beshø* is conspicuous, while more to the E. the *Veslefjeld* descends precipitously to the lake.

From the E. end of the lake, named *Gjendeosen*, issues the small river *Sjoa*. On the N. bank here lies the club-hut of *Gjendesheim*, the best of the kind in Jotunheim (R. 80, B. 70, D. 1-1 kr. 30, S. 70 ø.).

The interesting ASCENT OF THE VESLEFJELD, with its spur the BESEGG, is accomplished from *Gjendesheim* in 7-8 hrs. (guide not absolutely necessary). A good bridle-path leads N. in 1 hr. to the *Bessa*, on the N. bank of which lie the *Bes-Sæters*, mentioned at p. 133. We do not cross the river, but follow the path on its S. bank indicated by *Varder* ('stone heaps') to the height by the *Besvand*, where the routes divide. The lofty *Beshø* here becomes conspicuous to the right. Our route ascends to the left and in  $1\frac{1}{2}$ -2 hrs. more reaches the barren and stony *Veslefjeld* (5765 ft.). The view embraces the whole of the dark-green Lake *Gjende*, with the *Koldedalstinder* and *Stølsnaastinder* to the S.W.; most imposing, however, is the survey of the neighbouring *Beshø*, while to the N. rises the *Nautgardstind*. — We may now proceed towards the W. along the crest of the *Veslefjeld*, rising between the *Besvand* and the

Gjende, which lies nearly 1000 ft. lower than the Besvand. This crest gradually narrows to the *Besegg*, a very curious ridge or arête, a few feet only in width, descending precipitously to both lakes, particularly to the Gjende. Travellers with steady heads may follow the giddy 'edge' for  $\frac{1}{2}$  hr., or even as far as the *Eid* separating the two lakes, and not rising much above the level of the Besvand. It is also possible to proceed to the Memurutunge (see above) by following the base of the Beshø. It is, however, preferable to return to the Bes-sæters, or to descend direct to Gjendesheim.

The ascent of the *Beshø* (7547 ft.) from Gjendesheim takes 8-9 hrs. (there and back), and richly repays the exertion. Guide necessary. The route coincides with that above described as far as the *Besvand*, but at that point we cross the lake and ascend the *Beshøbrø*. The view from the summit embraces the whole of Jotunheim. Far below lie the Memurutunge, the Besvand, Lake Gjende, and the Rusvand. The slope towards the last is precipitous.

From Gjendesheim to Lake Bygdin, see p. 129; through the *Øvre Lejrungs-dal* to the *Gjendebod*, see p. 129.

#### d. From the Gjendebod to Røjsghjem.

$1\frac{1}{2}$  Day. On the first day we walk to *Spiterstul* in 8-10 hrs., and on the second to *Røjsghjem* in 5 hrs. — Guide to *Spiterstul* 4 kr., to *Røjsghjem* 5 kr. 60 ø.; horse as far as the foot of the steep ascent to the *Uledalsvand* 2 kr. 60 ø., whereby the fatigue is much diminished.

The very fatiguing but exceedingly grand walk from the *Gjendebod* to *Spiterstul* should not be attempted without a guide. The route ascends the left bank of the *Store Aulalselv* and passes through the defile of *Høistulen*, between the Memurutunge and the *Gjendetunge*. To the right falls the *Glimsdalsfos*. Splendid view of the *Semmeltind* to the N. (p. 145). After 1 hr. we reach the *Vurdesten*, a large mass of rock,  $\frac{1}{2}$  hr. beyond which the bridle-path to the Memurutunge diverges to the right (p. 142). From the left the *Skarvedalsbækken* descends from the *Skarvedal*. We next observe, to the left of the *Semmeltind*, the *Hellerfos* (see below), and to the left, above it, the *Uladalstinder*. Pedestrians will find the passage of the *Semmelau*, which descends from the *Semmelhul* glacier, unpleasant. (The *Semmelhul* is also crossed by a route into the *Visdal*, which is no less rough and fatiguing than the present route.) Our path now ascends rapidly on the E. (right) side of the wild *Hellerfos*, the discharge of the *Hellerkjær*, and reaches the top of the hill in  $\frac{1}{2}$  hr. (2 hrs. from the *Gjendebod*). Beautiful retrospective view of the *Sletmarkhø* and *Svartdalspig*; the *Knutshullstind*, rising more to the E., is concealed by the Memurutunge. The route traverses a curious-looking mountain-waste, bounded by the *Uladalstinder*. Blocks of rock deposited during the glacier-period are arrayed along the edges of the mountains like soldiers. We now skirt the *Hellerkjær* (4300 ft.), and then turn to the right into the insignificant valley which leads to the N.W., and afterwards more towards the E., to the *Uladalband*. The serious part of the ascent soon begins ( $2\frac{1}{2}$  hrs. from the *Gjendebod*), and riders must dismount.

FROM THE HELLERKJÆRN TO THE LEIRDAL AND RØJSGHJEM, a route 3-4 hrs. longer than our present route, is much less toilsome (guide,

unnecessary, to Ytterdalssæter 5 kr. 60 ø.; horse to Røjsghjem, with side-saddle if required, 8-10 kr.). From the Hellerkjærn the path next reaches the *Langvand*, or *Langvatn* (4627 ft.), and skirts its N. bank (for 1½ hr.). On the right rise the Uladalstinder; to the S. the *Svartdalsegg* (6280 ft.). At the W. end of the lake, in which there are several islands, the path ascends past the two *Høgvageltjærne* to the *Høgvagel* ('Vagge', a Lapp word, signifying 'mountain-valley'; 5430 ft.), the highest point of the route, which commands an imposing survey of the Horunger to the S.W. The path then descends to the *Leirvand* (4903 ft.) and traverses a dreary and monotonous region. Through the *Leirdal* to *Røjsghjem*, see p. 149.

A steep ascent of ½ hr. brings us to the sequestered *Uladalssand* (about 5250 ft.), which lies to the left. The route, which is extremely rough and toilsome here, keeps to the right and passes the foot of the slopes of the *Semmelvind* (*Semmel*, 'a female reindeer'). After another hour it reaches the *Uladalssand* (5730 ft.), its highest point, where it unites with the route across the Semmel Glacier. We now descend to the northern *Uladalssand* (5136 ft.), the second lake of the name. To the right rises the *Heilstuguø* (7915 ft.), the fourth of the peaks of Jotunheim in point of height. Traversing the exceedingly uncomfortable stony ground on the E. bank of this lake, we at length reach (2 hrs., or from the Gjeudebod 6 hrs.) *Uladalssmyynet*, or the end of the Uladal. Splendid view here of the broad Visdal, with the Heilstuguø on the right, and the Uladalstinder and Tværbottenhorne on the left. Looking towards the W. from the Visdal itself, we observe the *Kirke* rising on the left, past which a path leads to the right through the *Kirkeglup* to the Leirvand (see above).

The route through the \**Visdal* (to the Spiterstul 1½-2 hrs. more) follows the right (E.) bank of the *Visa* (*vis*, Celtic *uisge*, 'water'), at first traversing soft turf, which forms a most pleasant contrast to the rough and angular stones of the 'Ur'. After 1 hr. we have to wade through the *Heilstuguuaa*, which descends from the extensive *Heilstugubrø*. Early in the morning the passage of the stream is easy, but later in the day, when the water is higher, we ascend a little in order to cross by a bridge (whence the Spiterstul is 1 hr. distant). Shortly before reaching the sæter, we observe to the left, through the *Bukkelul*, the *Styggebrø* and the *Sveilnaasbrø*, two glaciers descending from the Galdhøpig group, with magnificent ice-falls, that of the latter being the finest.

The *Spiterstul* (about 3710 ft.), the highest sæter in the Visdal, commanded by the *Skauthø* (6676 ft.) on the W., affords tolerable quarters for the night (one broad bed), and is a good starting-point for excursions, but guides are rarely to be found before the reindeer shooting-season in August. If a guide is obtainable, the traveller may ascend the *Leirhø* (7885 ft.), the *Heilstuguø* (see above), and the *Memurutind* (7910 ft.), the last of which commands a most imposing view.

The **Galdhøpig** (p. 148) may also be ascended more easily and expeditiously from the Spiterstul than from Røjshjem. The route (not easily mistaken by experienced mountaineers) crosses the Visa by a bridge  $\frac{1}{2}$  hr. to the S. of the Spiterstul, ascends on the N. side of the *Sveilnaasbræ*, and traverses the three peaks of the *Sveilnaase*. Owing to the glacier-crevasses, however, it is not altogether unattended with danger, and should not be attempted without a guide. Instead of returning from the summit to the Spiterstul, the traveller may descend direct to Røjshjem by the Raubergsstul (but not without a guide).

FROM THE SPITERSTUL TO RØJSHJEM, about 5 hrs. (no guide required). We soon reach the zone of birches and ( $\frac{1}{2}$  hr.) a rocky barrier through which the Visa has forced a passage. After another  $\frac{1}{2}$  hr we come to a pine-wood, with picturesque trees (*Furuer*) on the N. side, some of which are entirely stripped of their branches. (The limit of pines is here about 3280 ft. above the sea-level.) Above us, to the left, is an offshoot of the Tværbræ. In  $\frac{1}{4}$  hr. more we cross the *Skautaelv*, which forms a waterfall above, by a curious bridge. To the S. we perceive the Uladalstinder (p. 144) and the *Styggehø* (7317 ft.). On the opposite bank of the Visa is the *Nedre Suleims-Sæter* (3192 ft.), at the mouth of a small valley through which the original route to the Galdhøpig ascended. Opposite the sæter the *Glitra* falls into the Visa.

From the Spiterstul or the Nedre Suleims-Sæter the ascent of the **Glittertind** (8383 ft.), a peak nearly as high as the Galdhøpig, may be accomplished in 8-10 hrs. (there and back; guide desirable). The route follows the top of the hill rising between the Glitra and the Skautaelv, and pursues an E. direction. The height first reached is the W. spur of the rocky amphitheatre which encloses the huge basin (*Botn*) lying to the N. In order to reach the highest point the use of an ice-axe (*Isøxe*) is sometimes necessary.

The Røjshjem route continues to follow the E. bank of the Visa. In case of doubt the direction indicated by the *Varder*, or stone beacons, is to be followed. We cross the *Smiugjela*, the *Grjota*, and the *Gokra*. The Visa is lost to view in its deep channel, but we follow the margin of its ravine. An ascent of a few hundred paces to the E. of the path leads to the **Visdals-Sætre** (2960 ft.), where fair quarters for the night are obtainable (particularly at the *Øvreboesæter*).

The **Gokraskard**, an excellent point of view which may be ascended hence, commands a survey of the Uladalstinder to the S., the Galdhøpig to the S.W. and the Hestbræpigge to the W. — A still finer point is the *Lauvhø* (5824 ft.), whence the Glittertind is also visible.

From the Visdal sæters we may also ascend the **Gokradal**, between the Lauvhø on the N. and the Gockeraxelen on the S., to the pass of the *Finhals* (3885 ft.). Following the *Finhalselv* thence and crossing the *Smaadalselv* in the **Smaadal**, we may turn to the right to the *Smaadals-Sæter* (3807 ft.), from which the huge *Kvitingskjølen* (6874 ft.) to the N. may be ascended. The next points reached are the *Mørkildsæter* and the *Naaversæter* on *Lake Thessen*. Thence across the lake and past the *Ørefos* to *Storvik* on the Vaagevand, see p. 130. This route commands fine views of the Galdhøpig and the Glittertind, but the Smaadal itself is uninteresting. — Those who take this route in the reverse direction should observe that, about 1 hr. beyond the Smaadals-Sæter, after crossing a brook coming from the right, they must cross the Smaadalselv to

the left, and on the other side ascend the bank of the Finhalselv towards the S.W.

Below the Visdal sæters the path is not easily traceable, but the traveller is not likely to go far wrong. The descent to Røjshjem, skirting the profound **Ravine of the Visa**, presents one of the grandest scenes in Norway. The *Lauva* descends from the right. The sæter-path, now practicable for light carts, descends very rapidly, commanding a view of the huge abyss. On the opposite side runs the path to the Nedre Suleims-Sæter (p. 146). To the N. lie the gaards of Røjshjem and Suleim. The first cottages are reached in  $1\frac{1}{2}$  hr. from the Visdal sæters, and here we cross the curious bridge to the left. — *Røjshjem*, see below.

### c. Røjshjem and Environs. The Galdhøpig.

**Røjshjem** or *Rødsheim* (1860 ft.; \**Inn* kept by *Ole Halvorsen Røjshjem*, probably the best guide in Norway, a man of unassuming manners, but a good English scholar, and remarkably well-informed on every subject in which travellers are interested) lies at the junction of the *Leirdal* (p. 150) and the *Visdal* (see above), the two valleys enclosing the Galdhøpig, and the best starting-point for the ascent of that mountain and several other fine excursions. The place is therefore often crowded in summer, especially with Norwegian students and pedestrians.

THE ASCENT OF THE GALDHØPIG may be accomplished from Røjshjem in 8-9 hrs. (there and back, 14-16 hrs.). The expedition is unattended with difficulty, but the walk is very long and fatiguing, and the ground so stony, rough, and slippery at places that considerable caution must be used. Violent snow-storms frequently prevail on the summit while the weather is fine at the base of the mountain; but such precautions are usually taken that no danger need be apprehended, especially in 'Pigveir' (i. e. 'weather suitable for the peak'). Ole Røjshjem rarely now accompanies travellers to the summit. The usual guide is *Knud Olsen Volø* (4 kr.). Alpenstocks, the property of the Turisten-Forening, are provided by Ole Røjshjem. Provisions should also be taken.

The traveller may ascend on the previous evening to the (2 hrs.) *Rødbergs-Sæter* (erected in 1616; one of the five sæters of the *Raubergsskul*), and spend the night there in Ole Røjshjems new hut, so as to diminish the fatigue of the actual ascent. Or he may drive early in the morning from Røjshjem to *Bæverdals Kirke*, and use the same horse for riding thence to Rødbergs-Sæter and as far as the glacier, which is only 2 hrs. from the top. — The writer was unable to get a horse, as Ole and his horses had crossed the Sognefjeld with a party of English travellers, and the other horses were engaged in the harvest. The start from Røjshjem was therefore made on foot at 5 a.m.; following the road for  $\frac{1}{2}$  hr., we passed the cottage of the guide Peder Ingbrethson at *Mongjøl Ødegaard*,

and in 1½ hr. more stopped at the *Rødbergs-Sæter*. Starting thence at 7.45, we reached the barren and stony summit of the *Galdeshøi* (5240 ft.), to the S.W. of the sæter, in 1 hr., whence a view of the Gockerdal and the Gockeraxelen is obtained to the E. (The bridle-path, however, rounds this hill on the S. side.) About 10 we reached the *Therbræ* and the *Djuvvand*, a small glacier-lake, above which rise the amphitheatrical cliffs of *Kjedelen* (7300 ft.). We now for the first time obtained a view of the summit of the Galdhøpig and the *Sveilnausi*, its dark rocky spur, with the *Keilhaustop* and *Sveilnaaspig*, all rising like dark waves above the vast expanse of the snowy *Styggebræ*. Crossing a field of snow and a stony tract, we reached the *Varde* (6365 ft.) on the *Styggebræ* at 11.30, rested for half-an-hour, and took 1 hr. more to cross the glacier with its numerous crevasses. The worst part of the route now began. The route traversed loose stones and skirted a deep yawning abyss on the right and the *Styggebræ* with its wide crevasses on the left; it then followed a snowy arête, the slipperiness of which made the precipices on each side appear doubly formidable. About 2 o'clock (9 hrs. from Røjshjem, 7 hrs. from the Rødbergs-Sæter) we reached the summit, marked by a lofty stone *Varde* which affords some shelter.

The **\*\*Galdhøpig**, or *Galdhøtind* (8400 ft.), is the highest summit of the *Ymesfjeld*, a peculiar mountain-plateau, which is surrounded by the valleys of the Leira, Visa, and Bævra, and connected with the other mountain-groups of Jotunheim by the *Høgnagel* (p. 145) only. The slopes of the *Ymesfjeld* on every side are steep. Besides the Galdhøpig, there are few summits rising above the general level of its snow and glacier-clad surface. The Galdhøpig, the top of which is almost always kept clear of snow by storms, is the loftiest mountain in Norway (*Mont Blanc* 15,784 ft., *Monte Rosa* 15,217 ft., the *Ortler* 12,814 ft.).

The view from the summit is unobstructed in every direction. It embraces the almost equally lofty Glittertind (p. 146) and the Rondane to the E.; the whole of the Jotunfjeld to the S.; the Horunger, the Smørstabtinder, the Sognefjord, the Jostedalshø, and the Nordfjord mountain-chain to the W.; and the Snehattan group to the N. Most of these summits, especially the nearer ones, are pointed and pyramidal in shape, like the Swiss peaks, and do not present the usual flattened appearance of the Norwegian mountains. The scene somewhat resembles a vast ocean furrowed with enormous billows, or an Arctic landscape. No occupied valleys are visible. The distant dark blue water of the Sognefjord alone recalls the existence of the nether inhabited world.

The descent is made by the same route to the Rødbergs-Sæter in 4 hrs., and to Røjshjem in 1½ hr. more.

Experienced mountaineers may proceed direct from the summit of the Galdhøpig across the *Styggebræ* or to *Keilhaustop* and *Sveilnaaspig*,

and descend by the *Sveilnaasbræ* to the *Spiterstul* (p. 144) in the Visdal and thence proceed to *Lake Gjende*. The route, however, requires the utmost caution, all these 'Pigge' being covered with glacier-ice fissured with crevasses (*Spræcker*). *Hr. E. Mohn*, a well-known explorer of the Jotunheim Mts., fell into a crevasse about 400 ft. below the summit of the Galdhøpig on 27th July, 1877, and narrowly escaped with his life.

Røjsghjem is also the best starting-point for the ascent of the **Lomsegg** (6885 ft.), the summit of which is reached via *Gaarden Sulheim* in 5-6 hours. It commands an imposing view of the Glittertind and Galdhøpig, and of the Smørstabbærpigge and Fanaraak to the W., which, however, seem a long way off.

The best survey of the whole chain is obtained from the **Hestbræpiggene** (6095 ft.), which may be described as the 'Faulhorn' of Jotunheim. The two peaks of that name rise on the other side of the valley, to the N.W. Riding is practicable for part of the way.

A very interesting \*Walk of 1-2 hrs. may be taken from Røjsghjem to Glaamstad, on the right bank of the Bævra, situated obliquely above Gaard Sulheim. We follow the Lom road (p. 130) and (10 min.) cross the Bævra. A rocky \*Hill here commands a fine view of Røjsghjem and the Galdhøer. A pleasant meadow-path then leads to the left through a plantation of alders to (20 min.) the right side of the valley and to **Glaamstad**, a group of farms by the side of which the *Glaama* descends in four falls. We may then ascend by the broad track on the left bank of the Glaama in 20 min. more to *Gaarden Engeim* on the hill above.

Close to Røjsghjem, by the upper bridge across the Bævra, are numerous \**Jættegryder*, or water-worn 'giant cauldrons', the largest of which, of an irregular oval shape, is about 10 ft. in diameter. The stones they contain have been lodged there by inundations subsequent to the period when the hollows were formed.

From Røjsghjem through the *Visdal* or the *Leirdal* to *Lake Gjende*, see pp. 147-144.

#### f. From Røjsghjem over the Sognefjeld to Fortun.

1½ Day (about 70 Kil.; guide and horse 16 kr.). Walkers should pass the night at the (7 hrs.) Bævertun-Sæter and proceed next day to (11 hrs.) Fortun. The first 3 Engl. M. are practicable for driving, but the rest of the way is only a bridle-path.

*Røjsghjem*, see p. 147. Our route leads to (3¼ hr.) *Bæverdals Kirke*, where the pastor of Lom (p. 130) performs divine service once monthly. On the opposite side of the valley is *Bakkeberg*, with large farm-buildings amid smiling corn-fields. The road ascends steeply through the grand gorge of \**Rusten* ('wooded hill') or *Gaden*, with its overhanging rocks. Above lies a gaard. Farther on, ½ hr. from the church, we come to a moor, once the bed of a lake, where the road terminates.

**BRIDLE-PATH to FORTUN.** The path which we now follow soon divides. The route formerly most frequented follows the course of the *Bævra*, passing the *Rusten*, *Netto*, and *Preste sæters* (good accommodation), to the *Høidalstrand*, whence the stream issues in

the form of a fine waterfall called the *Høifos*. The other and preferable route soon quits the Bæverdalen and ascends the lower *Leirdal*. We avoid the first bridge to the right, and cross the *Leira* by the second bridge, following the left (W.) bank of the stream, and passing *Storlien*. To the left are the huge slopes of the *Store Juvbræ* and the *Store Grovbræ*. Farther on we observe a grand *Gorge*, through which, however, our route does not lead. On the left descends the *Ilfos*, and facing us is the vast *Lofset* (p. 159), with its extensive glaciers; nearer, on the left, is the *Dumhø* with the lofty fall of the *Duma*, below which lie the *Ytterdals-Sætre*. — The path next ascends the *Bæverkjærn-Hals* (3515 ft.; 'Hals', as in Icelandic, 'a pass') and quits the *Leirdal*. The *Gjende Route* turns to the left here, crosses the stream, and leads past the *Ytterdals-Sætre* to the *Leirvand* (see p. 159). Fine survey of the Jotunheim mountains behind.

The SOGNEFJELD ROUTE leads to the N.W. across the 'Hals', and soon quits the region of birches. At the *Varde* it turns to the left, the road to the right making a detour past the *Bæverkjærn-Sæter*. Farther on we observe the *Høimund* with the *Høifos*, which the above-mentioned path leading through the Bæverdalen passes, and descend to the *Bæverkjærn*, which with its numerous promontories and islands resembles a miniature fjord. We cross the stream flowing out of this lake by a dilapidated bridge, and follow the N. bank of the lake with its milky-looking water, which reflects the *Lofset* and is fed by several lofty waterfalls. On the S. bank, near the W. end, lies the *Rustesæter* (not to be confounded with that above mentioned). To the W. of the *Bæverkjærn* is the contiguous *Bævertunvand*, which the path skirts. To the W. of this lake rises the *Dumhø*. The whole scene here is one of striking grandeur. At the W. end of the *Bævertunvand* we at length reach the —

**Bævertunsæter** (3075 ft.; 6 hrs. from Røsjhem; one room with two beds, in which four persons can sleep if necessary, 40 ø. each; Alpine fare, for which payment may be made according to discretion). To this establishment belong 24 cows with their calves, 200 sheep, and 11 pigs. The sheep wander over the mountains in summer without shepherds (*Vogter*), but the cows, summoned by the cattle-calls already mentioned, come down to the sæter in the evening. The pigs generally remain near the building. As in the Alpine chalets, the milk is manufactured here into cheese and butter. The whey (*Mysa*) is carried down to the valley in drum-shaped *Myseflusker* (called *Primstrumper* in the Hardanger), slung over the backs of horses. The cords used here are made of twisted willows, and the horses are tethered in an ingenious manner. The sledges and carts are made of wood, frequently without the aid of a particle of iron. The girls will sometimes sing their untutored but not unmelodious songs by

the fireside of an evening, a performance for which of course no payment is expected or ought to be offered. — As the next human habitations, the *Turtegrød* and *Gjessingen sæters* (p. 152), are 7-9 hrs. walk from the Bævertun Sæter, an early start should be made. The route leads for  $13\frac{1}{4}$  hr. through the somewhat monotonous valley of the Bævra, until it reaches the *Nupshaug*, a curious rocky knoll in the middle of the valley. Adjoining it is a fall of the Bævra; to the left are two other waterfalls, all of which unite here. We now ascend to a higher region of the valley and obtain a view of the enormous \**Smørstabbær*, one of the most extensive glaciers in Norway, a perfect sea of snow and ice, overtopped by the *Smørstabspiggen* (7515 ft.), the ascent of which may be made from the Bævertunsæter (10-12 hrs., there and back) without material difficulty. The services of a good guide should, however, be secured. The Bævra issues from the glacier, at the end of which there is a magnificent ice-cavern (digression of  $\frac{1}{2}$  hr.). — In  $\frac{3}{4}$  hr. more we come to a stone *Varde* surmounted by a wooden figure, bearing the inscription (of which only a few letters are now legible): —

'Vær rask som en Løve, Og skynd dig som en Hind!

See Veiret det gryner i Fanaraak Tind!'

'Be quick as a lion, haste thee like a hind; see how the storms lower over the Fanaraak Peak!'

In  $\frac{1}{2}$  hr. we now reach the actual *Fjeld*, and in  $\frac{1}{4}$  hr. more the *Fantestenene*, where a tramp (*Fant*) is said to have been shot 'more than a century ago' (the date usually assigned in Norway to remote events). Adjacent is a small lake with patches of snow. Grand view hence of the *Smørstabbær*, and of the *Fanaraak*, farther to the W., from which other glaciers descend. — We soon reach the highest point of an extensive mountain-tract, and cross the boundary of Bergens-Stift (4630 ft.). To the left we observe the *Rauskjældvand*, and afterwards the *Pretesteinrvand*, into which the *Fanaraakbræ* immediately descends. Several hours are next spent in passing this almost contiguous series of lakes and glaciers. The route is marked at frequent intervals by means of *Varder*, so that an observant and experienced traveller may almost dispense with a guide. Should fog set in, one *Varde* should not be quitted until another is descried. Failure to observe this precaution might easily cost the wayfarer his life.

At a curious looking *Varde* called the 'Kammerherre', consisting of a tall mass of rock with a pointed stone on the top, it is usual to rest. The route soon descends steeply to the *Herrevand*, the stream flowing out of which we cross by the *Hervasbrui* (*Brui*, bridge), about 5 hrs. from the Bævertunsæter, and halfway to Fortun. The route next rounds the projecting buttress of the *Fanaraak* (7460 ft.), and passes the *Galjebergvand*, and afterwards the *Djuvvand*, fed by the glacier stream *Djuvvandsaa*. On our left now rises the W. side of the *Fanaraak*, and we soon survey the whole

range of the *Horninger* (p. 161) rising beyond the deep *Helgedal*, the best point of view being the \**Oscarshoug* (3730 ft.), a slight eminence to the left of the path. The Horunger embrace three groups, the first consisting of the Styggedalstinder and Skagastølstinder; the Dyrhaugstinder form the second, and the Riingstind, Soleitind, and Austabottind the third. From the Oscarshoug, which has been termed with some exaggeration the 'Wengernalp' of Norway, part of the dark green Sognefjord is visible near Skjolden.

The route now descends rapidly. The first sæter is that of *Turtegrød* (2780 ft.), to reach which we diverge to the right. This sæter affords Alpine fare, but is not recommended as quarters for the night, though it is preferable to *Gjessingen*, which lies a little below it. It is occupied in summer by a family with numerous children, and is far from clean. The hill of *Klypenaase* (p. 161), above Gjessingen, also affords a good view of the Horunger.

The ascent of the *Fanaraak*, which is free from difficulty, may be made through the *Steindal* from Gjessingen or from the *Helgedals-Sæter* (p. 155), in the Helgedal, 40 min. farther to the E. (8-10 hrs., there and back).

From Turtegrød or Gjessingen to Fortun, through the *Ova-bergsdal* is a walk of scarcely 2 hrs. more (ascent 3-4 hrs.). The path is good, but extremely steep, and unpleasant for riding. The river forms a series of remarkably fine falls, the chief of which are the *Simogalfos*, near Gjessingen, and the *Dokkafos*, at the gaard of that name. Below us lies a picturesque smiling landscape, while behind us towers the majestic Fanaraak, presenting a very striking contrast. About  $\frac{1}{2}$  hr. beyond Gjessingen the *Riingsbotn* opens on the left, with the *Riingstind* and the *Riingsbræ*. Farther on is a bridge leading to the Skagastøle (p. 161). We then pass the pleasant gaards of *Au-Sæter* (on the left bank), *Optun* (1350 ft.), *Sørde* (on the right bank), and *Berge* (1085 ft.; on the left bank), situated amidst corn-fields and orchards. A few paces beyond Berge we suddenly obtain a survey of the beautiful Fortun-dal, lying about 900 ft. below us. The path now descends the *Fortungulder* in zigzags to the hamlet of ( $\frac{1}{2}$  hr.) —

*Fortun*, see p. 160. From Fortun to (6 Kil.) *Skjolden*, on the Sognefjord, see p. 160.

#### g. From Eidsbugarden through the Melkedal to Skogadalsbøen, and across the Keiser to Fortun.

2 Days. The first night of this magnificent mountain-walk is spent at *Skogadalsbøen*, which lies almost equally distant (8-10 hrs.) from Eidsbugarden and Fortun. The traveller is recommended to take a guide for the whole way; to Skogadalsbøen 4 kr., to Berge ( $\frac{1}{2}$  hr. from Fortun) 8 kr. 40 ø., to the Vettisfos (p. 100) 7 kr.

The guides of Eidsbugarden, Vetti, etc., are usually not well acquainted with the *Horunger*, so that the traveller who intends to make excursions among these mountains should dismiss his guide at the Helgedals-Sæter and choose a new one at Fortun or Berge (comp. p. 161).

*Eidsbugarden*, see p. 139. — To the mouth of the *Melkedøla*, and across that river, see p. 141.

Quitting the lake, the road gradually ascends the \***Melkedal**, watered by the boisterous *Melkedøla*. After  $\frac{3}{4}$  hr. the valley divides. The branch to the left ascends to the Langeskavl and the Uranaastind (p. 139), while that to the right is still called the Melkedal. Steep ascent through the latter, passing several waterfalls. As is so frequently the case in Norway, the valley neither possesses a level floor nor expands into basins, but consists of a chaos of heights and hollows, where the rock, polished smooth by glacier-friction, is exposed at places, and at others is covered with loose boulders. Vegetation ceases, and no trace of animal life is visible, save the deep 'kuraak', or cattletracks, in the snow. At places, however, the ground is thickly strewn with the droppings of the *Lemming* (or *Lemmen*; *Lemmus Norvegicus*, one of the *rodentia*, and not unlike a rat), a hardy and intrepid little animal which frequently swims across Lakes Bygdin and Gjende. The reindeer often kills the lemming with a stroke of its hoof and eats the stomach for the sake of its vegetable contents.

About 20 min. above the point where the valley divides we ascend a steep field of snow to the plateau of *Melkehullerne*, where there are several ponds. In 20 min. more (about  $1\frac{1}{2}$  hr. from Eidsbugarden) we reach the \*\***Store Melkedalsvand**, in a strikingly grand situation, the finest point on the route, and well worthy of a visit for its own sake from Eidsbugarden (best time in the forenoon, 4-5 hrs. there and back). Even in July miniature icebergs are seen floating in the lake, and during the night a crust of fresh ice is sometimes formed. To the left (W.) rises the Langeskavl; then the Uranaastind. On this side of the latter is the Rødberg. Next, the Melkedalsbrø, descending to the lake, and the Melkedalstinder, all reflected in the dark-blue water.

A walk of another hour over 'Ur' and patches of snow brings us to an ice-pond at the foot of the first *Melkedalstind*, whence we ascend a steep slope of snow in 20 min. more to the *Melkedalsband*, the watershed. To the W. a view is obtained of the *Second Melkedalsvand*, a much larger lake than the first, and generally covered with winter-ice down to the month of July. To the left rise the first and to the right the second *Melkedalstind* (7107 ft.), and to the N.W. the *Rauddalstind* (7410 ft.). The scenery continues to be very imposing. The route skirts the N. side of the second Melkedalsvand and ( $\frac{1}{2}$  hr.) crosses the stream. Very rough walking. A view of the Horunger is now disclosed (p. 161); on the right rises the Skogadalsnaase; on the left is the arm of the Melkedalsbrø mentioned at p. 140, with its large moraines, descending from the Uranaastind. The striation of the rocks by glacier-action (*Skurings-Striber*) is frequently observable. The boisterous torrent is again crossed by a snow-bridge, the remains of an avalanche (caution necessary), or the traveller may wade through it a little lower down, where the water is knee-deep.

The Melkedal now ends in a precipitous *Bælte* ('girdle'), over which the river is precipitated in a fall of about 590 ft. in height. To this point also descends the W. arm of the Melkedalsbræ, by which the descent hither from the Uranaastind may be made (see above). The lower region of the valley which we now enter is the \**Skogadal*, which expands into a broad basin. Above it tower the majestic *Horunger* (p. 161), consisting of the *Skagastølstinder* and the *Styggedalstind*. The appearance of the *Maradalsbræ* descending from the Skagastølstind is particularly striking. — The Skogadal is at first a little monotonous, but with the increasing warmth of the temperature the vegetation improves, and the scanty 'Rab' or scrub is soon exchanged for a fine growth of birches (whence the name, 'forest valley'). There is no defined path at first, but the route follows the N. side of the Skogadalselv and afterwards the track made by the cattle (*Kuruak*). A walk of 2 hrs. from the 'Bælte' brings us to the sæters of —

*Skogadalsbøen* in the Utladal, see p. 157. The rest of the tour may be accomplished without the guide, though it is advisable to retain his services as far as the Keiser Pass, especially if it is still covered with snow. The track is practicable for riding for 2-3 hrs. beyond this point, but horses can seldom be obtained here. Ascending from Skogadalsbøen for 25 min., we reach a new bridge on the left and cross it. The path to the right leads to the (25 min.) Guridals-Sæter, while we follow the good sæter-track to the W., on the N. bank of the *Gjertvaselv* or *Styggedalselv*, a stream descending from the *Gjertvasbræ* (at the base of the Styggedalstind) and the Keiser. The retrospect becomes grander and more open as we advance: To the left is the Smørstabbæ and the church at the end of the Store Utladal, to the right of which are the Rauddalstinder; in front of us is the Skogadalsnaase; more to the right the Melkedalstind, the Uranaastind, and, to the extreme right, the Falketind. After 40 min. a small waterfall is passed. To the left extends the large *Gjertvasbræ*, at the base of the *Styggedalstind* (7710 ft.), the ascent of which is impracticable from this side. We do not, however, arrive fairly opposite the glacier for another  $\frac{1}{2}$  hr.

The path, which now becomes easier, next leads to the ( $\frac{1}{4}$  hr.) *Gjertvand*, skirts the left bank of this lake, and then ascends steeply, over debris and snow, to the **Keiser Pass** (4920 ft.), between the *Styggedalsnaase* on the left and the *Iivasnaase* to the right. To the left lies the *Ilvand*. To the S.E., above the snow-fields of the Styggedalstind rises the *Koldedalstind*, to the N. the *Fanaraak*, to the W. the huge *Jostedalsbræ* and the mountains bordering the Lysterfjord. The path now leads along the top of the hill, passing the pond of *Skauta* and ( $\frac{1}{4}$  hr.) a large block of white quartz (to the left). The *Horunger*, especially the mountains round the Styggedalsbotn, now become conspicuous to the

left. After 20 min. we cross the *Helgedalselv*, which flows towards the W. and is sometimes scarcely fordable, and after 10 min. more reach a barren rocky summit, commanding a beautiful view of the huge amphitheatre of snow-fields and glaciers surrounding the *\*Styggedalsbotn*, above which towers the *Styggedalstind* with the *Styggedalsbræ*. This view is almost unsurpassed in Jotunheim for wildness and grandeur. Soon after we pass a small waterfall formed by the *Helgedalselv*. After 25 min. we see to the left the outflow of the *Styggedal* glacier, and to the right the *Steindalselv* descending from the *Fanaraak*. In front of us extends the wide **Helgedal**, to which the path now rapidly descends.

We next pass, on the left, the fine ( $\frac{1}{4}$  hr.) *Skautefos*, at the confluence of the *Helgedalselv* and the *Styggedalselv*. The path then crosses the *Steindalselv*, which usually offers no difficulty, and leads through the wide valley to the (40 min.) *Helgedals-Sæter* (rather dirty). To the E. is the *Fanaraak* (p. 151), to the S. the *Styggedalsbotn*, both of which may be visited from this point.

After 20 min. we cross the 'Bælte' (belt) through which the stream has forced its way, and enter a new zone of the valley, containing the sæters of *Turtegrød* and *Gjessingen* (p. 152) to the right, and *Skagastøl* and *Riinggadn* (p. 161) to the left. To the left we obtain an unimpeded view of the *Skagastølsbotn* (p. 161). The *Oscarshoug* (p. 152) is seen to the right ( $\frac{1}{2}$  hr.). The path from *Bævertun* (p. 150) now unites with ours. Hence to *Fortun*, see p. 152.

#### h. From the *Vettisfos* to *Tvindehoug* and *Eidsbugarden*.

8-10 hrs. A grand expedition (guide advisable,  $5\frac{1}{2}$  kr.). In the reverse direction a saving is effected by rowing across Lake *Tyin* (with one rower, for 1, 2, 3 persons, 80 ø., 1 kr., or 1 kr. 20 ø.). In this case a guide should be taken as far as *Smaaget*.

(More fatiguing than the route described below, and not free from risk, is that through the *Morka-Koldedal*, whence the *Koldedøla* forming the *Vettisfos* descends. See *Map*, p. 132.)

*Gaarden Vetti* and the *Vettisfos*, see p. 100. We ascend the *Vettisgalder* towards the N.E., and in  $\frac{1}{2}$  hr. reach a shelf commanding a view of the *Utladal* to the N., with the *Maradalsfos* on the left. In another  $\frac{1}{2}$  hr. we reach the top of the hill, with a few sickly pines and numerous trees overthrown by the wind. To the right rises the *Stølsnaastind*. We then descend to the left, over marshy ground, to (5 min.) a bridge across the *Morkaelv* and then to (5 min.) a point commanding a view of the *Vettisfos* from above. Near the fall is a wood-slide, by which timber is precipitated into the gorge in winter, to be swept downwards by the floods of spring. We next ascend the left bank of the *Morkaelv* (higher up called the *Koldedøla*) towards the E., and in 20 min. reach the —

*Vettismorka-Sæter* (2190 ft.), which is occupied in September only. To the W., at the head of the *Stølmaradal*, rises the *Riings-*

tind with the Riingsbræ; farther down, the Maradalsfos; to the right, the Maradalsnaase. The view of the Horunger increases in grandeur.

Those who wish to ascend the highest of the *Stølsnaastinder* (6690 ft.) diverge here, reach the top in  $2\frac{1}{2}$ -3 hrs., and descend in 2 hrs. to the *Fleskedals-Sæter*, where the night is usually spent. The summit commands a superb view of the Horunger, the three Maradale, and the profound *Utladal*. *Anfind Vetti* should be engaged as guide for this ascent.

Our route now leads through pines and birches to the ( $\frac{1}{2}$  hr.) bridge over the *Fleskedalselv*, and then ascends rapidly to the ( $1\frac{1}{2}$  hr.) top of the 'Næs', projecting from the *Stølsnaastind*. Magnificent view of the *Skagastølstinder*, rising above the *Midtmaradal*. We then descend slightly to the ( $1\frac{1}{4}$  hr.) four —

**Fleskedal Sæters**, one of which, belonging to *Anfind Vetti*, affords clean quarters. These sæters (here called *Sæl*) accommodate in summer about 40 cows and 200 goats, which descend to the *Vettismorka-Sæter* in the middle of September and to the valley at the end of the same month. — Route to *Skogadalsbøen*, see below.

Beyond the *Fleskedals-Sæter* the route follows the *Fleskedals-elv*, first on the left (S.), then on the right (N.) bank. Striking retrospective view of the Horunger, and particularly of the *Riingsbræ*. To the N. we first observe the *Friken* (4656 ft.), the top of which may be reached on horseback from the sæter (fine view of the Horunger), and afterwards the precipices of the 'Næs' which separates the *Fleskedal* from the *Urdal*. (The latter, one of the most sequestered valleys in *Jotunheim*, is almost unknown; at the E. end of it rises the *Uranaastind*, p. 140; and at the W. end it debouches on the *Utladal*, about  $\frac{1}{2}$  hr. to the S. of *Skogadalsbøen*.) Our route through the *Fleskedal* gradually ascends to the defile of *Smauget*, which it reaches in  $2\frac{1}{2}$  hrs. after leaving the sæter. The scenery is somewhat monotonous. At first the *Stølsnaastinder*, with a large glacier, rise to the right; afterwards we have the *Koldedalstind* on the right and the *Fleskedalstind* on the left. The path then descends steeply to the *Upper Koldedalsvund* or *Uradalsmulen*, and leads to the S., following the *Koldedøla*, to the *Lower Koldedalsvand*. We cross the *Uradalselv* at the upper end of this lake, and then walk along the E. bank of the lake and the stream to the upper end of *Lake Tyin*, crossing the marshy ground by means of stepping-stones. We then proceed either to the S. to *Tvindehoug*, or across the *Eid* to *Eidsbugarden* (p. 139).

#### i. From the Vettisfos to Røjshjem through the Utladal, the Gravdal, and the Leirdal.

$2\frac{1}{2}$  Days: — 1st. From *Gaarden Vetti* to *Skogadalsbøen*, 6-7 hrs.; or as far as the *Guridals-Sætre*  $\frac{3}{4}$  hr. farther (or to *Muran*,  $1\frac{1}{2}$  hr. from *Skogadalsbøen*, at which last place enquiry should be made whether the *Muran sæter* is tenanted). Those who arrive at *Skogadalsbøen* early enough, and intend passing the night there, may ascend the *Skogadalsnaasi*

in the evening. — 2nd. From Skogadalsbøen to the *Ilterdals Sæter*, 10-11 hrs.; to shorten which the previous night should be spent if possible at Muran; if necessary, the night may be spent in the refuge-hut on the Leirvand. — 3rd. To *Røjskjem*, 4-5 hrs.

*Gaarden Vetti* and the *Vettisfos*, see p. 100; thence to the *Fleskedals-Sæters*, 3-3½ hrs., pp. 155, 156. — The present route ascends the *Friken* (p. 154), which is covered with vegetation, following the direction of the 'Varder', and after ¾ hr. descends again for some distance. It then skirts the slope of the mountains, passing through underwood or over stones and snow high above the Utladal, the bottom of which is seldom visible. As we proceed we enjoy an unimpeded \*View of the needle-like pinnacles of the *Horunger*, soaring above the white snow-fields on their flanks: to the left, the *Skagastølstinder* (7900 ft.) rising above the *Midtmuradal*, then the *Styggedalstind*, the E. buttress of the group, descending into the *Treamaradal*, with the extensive *Maradalsbre* (p. 154). To the S., beyond the end of the Utladal, we see the *Blejan* and the *Fresviksbræ* (p. 106); to the S.E., the *Stølsnaastind*; to the E. the sharp pyramid of the *Uranaastind*; to the N. the summits inclosing the Skogadal and Utladal, and in the distance a range of snow-clad mountains, probably those between the valley of the Otta and that of the Bævra in the Gudbrandsdal.

In ¾ hr. we see below us, to the left, the *Vormelid Sæter* (p. 158), which cannot be reached from this side. In front of us lie Skogadalsbøen and the *Guridals-Sæters* (see below). The path then descends rapidly through fatiguing underwood (*Vir*) and in ¾ hr. reaches a small birch-wood. In 10 min. more the *Uradal* (p. 156) opens to the right, with an immense tract of 'Ur', fallen from the precipitous slopes on the S. We then cross the *Urødalselv* by a small bridge (*Klop*). The mountain peaks are now concealed from view by the numerous precipitous 'noses' running out from the main ridges. We then follow a cattle-track (*Kuraak*) leading through a sparse birch-wood at the foot of the *Urabjerg*, cross the Skogadalselv by a bridge, and in ½ hr. reach the sæters of —

**Skogadalsbøen** (2914 ft.), at the entrance to the *Skogadal*. (Tolerable food at the lower sæter, sometimes including 'Spegekjød'; one broad bed with a heavy fur coverlet.) These sæters are among the few in the Utladal which are always inhabited in summer (usually from 24th June till the beginning of September). The Utladal sæters are built of stone and consist of an ante-room, an inner room, and a dairy. The smoke escapes by the 'Ljør' or hole in the roof. The cattle come from the *Lysterfjord* (a branch of the *Sognefjord*, p. 101), and have therefore to be driven across the snow-clad Keiser Pass (p. 154).

From Skogadalsbøen we may scale the **Skogadalsnaase** (6080 ft.) without a guide (3-4 hrs. there and back) by ascending the valley to the (½ hr.) *Lusahougene* (see below) and then climbing to the right. The direct ascent from the sæters is very steep. Grand mountain-view. To the W. the *Horunger* (but only the *Maradalstinder*, *Austabottinder*, and

Styggedalstinder) and the Fanaraak; to the N. the Hestbræpigge and Smørstabstinder; more to the E. the Tværbotthenhorne, Ilelstuguhø, Kirke, Uladalstinder, Rauddalstinder, and Sleimarkhø; then the Melkedalstinder, and to the S. the Uranaasi and Stølsnaastinder.

The ASCENT of the STYGGEDALSTIND, the easternmost peak of the Horunger, should only be undertaken by experienced mountaineers (8-10 hrs., there and back). The route crosses the Utlå-bridge (2790 ft.), turns to the S., and crosses the *Gjertvaselv*, which descends from the Keiser (p. 154), on the S. bank of which is the deserted *Gjertvasbøen sæter* (2950 ft.). The ascent of the *Gjertvasnaasi* now begins. In 1-1½ hr. we reach the first plateau (4267 ft.), and in 3 hrs. more the *Gjertvastop* (4687 ft.). About 490 ft. higher the base of the peak itself is reached, whence we ascend a slope of snow, then over rock with patches of snow, and lastly over the broad crest to the summit of the *Styggedalstind* (7710 ft.). On the W. side is a sheer precipice about 1300 ft. in height. If stones are thrown down into the abyss, their reverberation takes several seconds to reach the ear. At a giddy depth below are the *Gjertvasbrø* on the N. and the *Maradalsbrø* on the S.

The sæter-path to the S. of *Gjertvasbøen*, mentioned above, crosses the *Kløvbakklær*, following the Utlå, and leads up and down hill, past the *Skogadalsfos* (on the left) and the *Uradaalsfos*, to the chalets of *Vormelid*, or *Utladalshullet* (a pleasant walk of 1½ hr.). From this most sequestered spot the Skagastølstind was ascended for the first time (p. 100).

From Skogadalsbøen across the Keiser to *Fortun* (8-10 hrs.), see pp. 154, 155; through the *Melkedal* to *Eidsbugarden* (8-10 hrs.), see pp. 151, 153.

For the continuation of the journey through the Utladal a horse may generally be obtained at Skogadalsbøen to carry the traveller to a point beyond Muran (1 kr., but no saddles). We pass a bridge, crossed by the path leading to the Keiser (p. 154) and to the three *Guridals-Sætre*, where the night may be spent. Our route follows the E. bank of the Utlå, passes the debris of the *Lusahougene*, and (¾ hr.) reaches the confluence of the *Store* and *Vette Utlå*. The latter descends from the *Vette* ('little') *Utlådal*, and is precipitated in several falls over the 'Bælte' or rocky barrier of *Tunghoug*. To the right rises the *Hillerhøi* (5250 ft.), and to the left the *Kongsdalsnaase*. The *Store Utlå*, along which the steep path ascends, has forced its passage through the 'Bælte' and dashes through its channel far below. Fine retrospective view of the Styggedalstind with the extensive *Gjertvasbrø*.

Through the *VETTE UTLADAL* a little frequented path leads between the *Fanaraak* group on the left and the *Smørstabbø* on the right to the important mountain-route across the Sognefjeld between the Bævertun-Sæter and *Fortun* (see pp. 148-151).

We next reach a higher region of the Utladal and (about 1½ hr. from Skogadalsbøen) the **Muran Sæter** (3327 ft.), on the opposite (right) bank of the river. (Tolerable accommodation. Those who purpose passing the night here should enquire at Skogadalsbøen whether the sæter is inhabited.) Grand view of the Styggedalstind to the W., the Kirke to the N., and the Rauddalstind to the E. of this point. Those who require a horse here should attract the attention of the people at the sæter by shouting, unless they prefer wading through the icy stream, which, however, at an early hour is usually shallow. (The route through the *Rauddal* to the *Gjendebod* follows the left bank of the Utlå, see p. 142.)

Having crossed the stream at Muran, we now follow its right bank, at first passing the base of the Hillerhei. On the S. side we observe the *Skogadalsnaase*, the second *Melkedalstind*, and then a large waterfall descending from the Rauddalsmund, adjoining which rise the Rauddalstinder. The valley is broad, and partly overgrown with scrub. Nearly opposite the Rauddal is the stone hut of *Stor Hutteren*, used by reindeer-stalkers. An impressive view of the Horunger, which close the Store Utladal to the S.W., accompanies us as we ascend. The valley now takes the name of *Gravdal*. Vegetation gradually ceases. We now have to wade through the *Sandelv*, descending on the left from the Skjortningsbræ, an offshoot of the immense Smørstabbræ. The crossing is best effected near the Utlå. Above the glacier towers the curiously shaped \**Smørstabstind* (7515 ft.; *Stab*, 'block'; the same word as in *Stabbur*).

As the path ascends the flora assumes a more and more Alpine character (*Bartsia alpina*, *Pedicularis lapponica*, *Veronica alpina*, *Saxifraga cæspitosa*, *Viscaria alpina*, *Gentiana nivalis*, *Pulsatilla vernalis*, *Ranunculus glacialis*, the last of which is known as the *Rensblomme*). Having reached a height of 4925 ft., we at length come to the stone *Refuge Hut* on the *Leirvand* (4903 ft.), 5-6 hrs. from Skogadalsbøen. The hut contains a table, two benches, some firewood, and a few cooking utensils. Four routes converge here: that by which we have ascended through the Gravdal, another from the *Gjendebod* and the *Høyvagel* (p. 145), a third from *Røjsbjem* through the *Visdal*, and the fourth from *Røjsbjem* through the *Leirdal*.

The route through the *Visdal* goes round the N. side of the *Leirvand* and ascends through the *Kirkeglup*, between the quaint-looking *Kirke* (7073 ft.; difficult to ascend) on the right and the *Tværbotthenhorn* (7220 ft.) on the left, to the *Kirkenkjærne*, a series of tarns. Passing these it then descends into the *Upper Visdal*. On the right tower the vast Uldalstinder with their extensive glaciers. The route, which cannot be mistaken, afterwards unites with that coming over the Uldalsvand from Lake Gjende, from the S. (see p. 145).

In descending the *Leirdal*, we skirt the imposing *Ymesfjeld* for a considerable distance, but the curious-looking *Skarstiul* (6576 ft.) is the only one of its peaks visible. To the left are the grand glacier tongues of the *Smørstabbræ* and several of the *Smørstabstinder*. Lastly we obtain a view of the *Loftet* (7317 ft.), which is most conveniently ascended from the *Bæverkjærnsæter* on the Leiraas. After a walk of 4 hrs. from the *Leirvand* we reach the —

**Ytterdals-Sætre** (2953 ft.; good quarters), prettily situated near the lofty fall of the *Duma*. A good bridge crosses the Leira from this point to the *Leiraas*, which is traversed by the route from *Røjsbjem* to the *Sognefjeld* (see p. 150). From the sæters to *Røjsbjem*, 4-5 hrs. more (see p. 150).

**k. From Skjolden on the Sognefjord to Fortun and the Horunger.**

From Skjolden to Fortun 6 Kil. ( $3\frac{3}{4}$  Engl. M.), carriage-road. From Fortun to the *Oscarshoug* takes 6 hrs. (there and back), but if the *Skagastøle* and the *Dyrhaugstind* are included a night should be spent at the *Riingssæter*. If, however, the traveller is very much pushed for time it is possible, by making a very early start, to return to Fortun the same evening.

*Skjolden* (p. 103; fast station for boats, slow for horses), a steam-boat-station at the head of the *Lysterfjord*, lies near the mouth of the pretty *\*Fortundal* (see below). The birches and alders here, as is so often the case in Norway, are sadly mutilated, being periodically stripped of their foliage which is used, alternately with hay, as fodder for the sheep and goats. The cows also eat it readily, but their milk is apt to be unpleasantly flavoured by it. The barley-fields are remarkably luxuriant. The potato-plant often attains a height of 2 ft. or more. A ferry-boat (rowed by the quaint old 'Færgemand' *Ole Halvorsen Eide*) conveys us across the rapid *Fortunelvi*, on the left bank of which lies the large *Gaard Eide*. The road then crosses the *Eid*, an old moraine, and reaches the milk-coloured *Eidsvand*, on the N. side of which rises the huge rocky wall of the *Jersingnause* (3088 ft.). To the N.E. we have a view of the *Fanaraak* (p. 151). We now skirt the left bank of the lake and then ascend the left bank of the *Fortunelvi*, passing the *Lingsfos* on the right. Farther on the road is overhung by the *Smulaberg*, beyond which the *Kvæfos* is seen on the right. To the right, at a dizzy height above us, we observe *Gaard Fuglesteg* ('bird path'; 2490 ft.), past which a fatiguing path leads to *Farnæs* at the E. end of the *Aardalsvand* in the *Aardal* (see p. 99).

6 Kil. **Fortun** (*\*Inn* at the Landhandler's, moderate; horse hence across the fjeld, 16 kr., see p. 149), consisting of a group of handsome gaards, with a church. Pleasant walk from the inn at Fortun up the valley to the *\*Skagagjel*, a gorge on the right, from which the *Ovalbergselvi* is precipitated into the *Fortundal* ( $\frac{1}{4}$  hr.). Crossing both bridges, we reach with a little trouble an eminence to the right immediately above the fall, in which a fine rainbow is formed by the morning sun. We may then proceed in 5 min. more to a bridge over the *Fortundalselvi* and (without crossing the bridge) to a small rocky *\*Hill* by the *Havshølfos* (whence a ladder descends to the salmon-fishing apparatus), and thus obtain a view of the beautiful valley in both directions, and of the *Lingsfos* to the S.

The *\*Fortundal*, a deep and narrow valley, somewhat resembling that of *Lauterbrunnen*, but with a well-cultivated floor and wooded slopes, extends from the *Lysterfjord* for about 18 Engl. M. to the N., as far as the glacier-mountains near the *Tværdalskirke* and the *Tundradalskirke* (6590 ft.). On the left side it is enclosed by the *Jersegnaase*, the *Tufsen*, the *Svædalsbræ*, and the *Stenegbræ*, and on the right by the *Dølefjeld*, the *Liabæ* (6100 ft.) and the *Midtdalsleifti*. The last sæter, that of *Nørstedal*, lies about 12 Engl. M. above Fortun. Excursions may be made from it to the head of the valley, to the *Ivand*, a lake situated 4300 ft. above the sea-level, and to the *Tundredalskirke*.

Fortun (where *Ole Solfestsen* is a good guide) is the best starting-point for a visit to the Horunger. The road (see p. 152) ascends to *Gaarden Berge*, at the entrance to the *Helgedal*, beyond which there is a bridle-path, leading in  $2\frac{1}{2}$ -3 hrs. to the sæters of *Gjessingen* and *Turtegrød* (2790 ft.; p. 152). Above *Gjessingen* is the \**Klypenaase*, an admirable point of view, a visit to which obviates the necessity of ascending to the *Oscarshoug* (comp. p. 152). Those who wish to penetrate farther into the Horunger cross the bridge over the *Helgedalselv* mentioned at p. 152,  $\frac{1}{2}$  hr. below *Gjessingen*, and ascend to the *Riinggadn-Sæters* or the *Skagastøle*. To reach the former we ascend directly to the right in 20 min., or follow the stream for 6 min. and then climb to the right. The lowest of the five *Riinggadn-Sæters* is the most comfortable. The route to the *Skagastøle* turns to the left 6 min. beyond the bridge, crosses the *Riingselv* by another bridge, and in 40 min. reaches the two sæters, of which the upper one is to be preferred. The scenery here is very striking. The view embraces part of the immense \***Horunger**, one of the wildest mountain-groups in Jotunheim, with their precipitous slopes, picturesque pinnacles, and numerous glaciers, to which the green valleys below present a pleasing contrast. The sharpness of the peaks and ridges is caused by the rapid disintegration of the 'gabbro' rock of which the mountains are formed. The name Horunger is said to be an ancient Aryan word, probably signifying 'large mountains' (akin to the Greek *ὄρος*, Slavonic *gor*, and the *horje* in the Voss district).

On the side next the *Riinggadn* opens the \***Riingsbotn**, a huge basin containing a large glacier, behind which towers the lofty *Ringstind* (7000 ft.). On the E. the 'botn' is bounded by the *Dyrhaugsfjeld* and on the W. by the *Løvnaase* or *Nonhougen*, which is prolonged towards the S. by the *Soleitinder* and the *Austabot-tinder*. The best survey of the *Riingsbotn* is obtained by ascending the *Riingselv* for  $\frac{3}{4}$ -1 hr. beyond *Riinggadn*. A walk of  $1\frac{1}{2}$  hr. more brings us to the glacier, which we may cross, skirting the *Ringstind*, to its S. side, and then descend into the *Stølsmaradal* (p. 100).

The **Skagastølsbotn** lies between the *Dyrhaugsfjeld* on the W. and the *Kolnaase* on the E. Its floor is covered by the *Skagastølsbræ*, with a small ice-lake, which may be crossed to the *Midtmaradal* (p. 101). To the S.E. tower the *Skagastølstinder*, among them the *Store Skagastølstind* (7875 ft.), the ascent of which cannot be accomplished from this side. This 'botn' is reached more easily from the *Skagastøle* than from *Riinggadn*.

The nearest *Dyrhaugstind* may be ascended either from the *Skagastøle* or from the *Riinggadn* in about  $3\frac{1}{2}$  hrs. In the first case we ascend to the S. to the *Dyrhaug*, and continue straight on. From the *Riinggadn* we descend to the *Riingselv*, cross the bridge, and then ascend the E. bank of the stream to the (1 hr.) hill above

the gorge, whence we obtain a good view of the Riingsbræ. We then climb to the left to the top of the Dyrhaug, and follow the crest, partly over debris, to the ( $2\frac{1}{2}$  hrs.) summit of the first \**Dyrhaugstind* (6537 ft.). The view hence is remarkably fine. Towards the E. we survey the *Skagastølstinder*, to the right of which are the wild *Maradalstinder*; to the W. the *Soleitinder*, *Austabotstinder*, and *Riingstinder*; and to the S. the other *Dyrhaugstinder*, rising in an amphitheatre to the last and highest (6965 ft.), which is still unnamed. To the left, lower down, lies the *Skagastølsbræ*, with a small ice-lake (4267 ft.), and to the right is the *Riingsbræ*. Between the *Skagastølstinder* and the *Dyrhaugstinder* peep the snow-clad mountains on Lakes Bygdin and Tyin. To the N. rise the *Fanaraak* and the *Smørstabbtinder*, and towards the W. stretches the enormous *Jostedalsbræ* as far as the *Lodalskaupe* (p. 106). The traveller is particularly cautioned against venturing too far along the sharp arête with its loose crumbling stones.

The *Styggedalsbotn*, the third of these characteristic basins of the Horunger, bounded on the W. by the *Kolnaase*, on the E. by the *Simlennaase*, and on the S. by the *Styggedalstind*, is most easily visited from the *Helgedals-Sæter* (p. 155), situated in the Helgedal about 1 hr. above the bridge mentioned at pp. 152, 161. A guide should be brought from Fortun.

Through the *Helgedal* and over the *Keiser* to the *Skogadal*, see pp. 155, 154.

From *Gjessingen* to *Bævertun* and *Røjshjem*, see pp. 152-150.

## 18. From the Gudbrandsdal to Mæraak on the Geirangerfjord.

From *Bredvangen* to *Lindsheim*, 83 Kil. (52 Engl. M.), road with fast stations; from *Lindsheim* to *Grjollid*, 35 Kil. (22 M.), and on to the *Breidalsvand*, road with slow stations. From this point we either row to the other end of the lake, and walk or ride thence to Mæraak (comp. p. 164), or proceed the whole way by the bridle-path (11-13 hrs.).

A peculiarity of all the routes from the Gudbrandsdal to the western fjords is that they ascend gradually to a lofty and comparatively level mountainous tract, after traversing which for some hours they descend abruptly several thousand feet to the fjords. This final descent, partly over snow, coming at the end of a long and rough walk or ride, is far more fatiguing than the ascent at the beginning of the expedition. The marked contrast between the wild scenery of these mountains, with their sharp and exhilarating air, and the rich vegetation of the smiling fjords, where the weather is often oppressively hot, may be regarded as one of the chief curiosities of Norway, especially as these entirely different regions are often within two or three hours' walk of each other. The contrast would, indeed, be hardly more striking were the Lake of Como transferred to the heart of the wildest snow and glacier scenery of Switzerland. The route via *Røjshjem* (p. 147) to *Fortun* on the *Sognefjord* (comp. RR. 16 c, 17 f) is finer than the route to Mæraak here described.

Route to *Andvord* and the *Church of Lom*, see p. 130. By the *Church of Lom* the *Røjshjem* road turns to the left, while our route leads to the W., skirting the S. bank of the *Ottuvand*. The high

mountain on the left is the *Lomsegg* (p. 149), and that to the right (N.) the *Loms Horíng* (5650 ft.). The country here is tolerably well peopled. On the slopes of the valley lie a number of farm-houses, the lands of which are separated from each other by long stone walls, and the rye and barley-fields are frequently enlivened with reapers, gleaners, and persons engaged in irrigating the soil with the help of large shovels (*Skyldelek*). Part of the road is bordered with alders, a tree rarely seen in Norway.

14 Kil. *Aanstad*, a good station, to the E. of the church of *Skeaker*. Farther on, the road traverses thick deposits of sand, the remains of old glacier-moraines. On the right we pass the confluence of the *Aurelv*, descending from the *Aursjø*, with the bluish-green *Ottaelv*, which the road soon crosses. On the left we obtain a view into the *Lunderdal*, with its immense moraines; to the left rise the glacier-clad *Hestbræpiggene* (p. 149), and in the background the *Holatinder*; on the right the valley is bounded by the *Grjotaafield*, the *Tværfield*, and the *Svaahø*, of which the two first are upwards of 6250 ft. in height.

A little farther on, we pass the ruins of a bridge. From the *Svaahø* (6110 ft.) descend several waterfalls from a height of nearly 3000 ft., besides a number of avalanche-tracks. The mountains are somewhat monotonous, but of imposing dimensions. The *Otta* is crossed by a bridge in the old Norwegian style. Up the valley we obtain a fine view of the snow-clad *Glittertind* (p. 146). The river expands into the form of a lake, on which there are several boats.

11 Kil. **Lindsheim**, a good station. *Lars*, the landlord, a well-informed man, sometimes acts as a guide. Tastefully painted clock and cupboard. ('*Skrivarbrød*' and '*Bagers*' are two kinds of cake esteemed by the natives.)

A good road leads from Lindsheim through the *Brotedal*, past the *Liavand*, to *Faaberg* in the *Jostedal*. This route is described by Mr. Milford in his 'Norway' as one of surpassing grandeur, the view of the *Jostedal* and of the huge towering *Lodalskaupe* being almost unparalleled. If the traveller is prepared for a very fatiguing expedition of 15 hrs. (on the second day), he drives from Lindsheim to (16 Kil.) *Mork* in the *Brotedal*, walks or rides by the *Dyringsøster* and past the picturesque *Liavand* to the *Sotasøster* (2470 ft.), and thence to the *Røkjeskaalvand* (3070 ft.), where the night may be spent at the (20-25 Kil. from Mork) *Musubyttsøster*. Next day the *Svaritbytdal* is ascended to the *Hanspikje* (4519 ft.), whence the route descends steeply through the *Sprengdal* to the *Jostedal*. In the latter valley tolerable quarters may be obtained at the *Faaberg-Støl* (p. 106), 30-35 Kil. from *Musubyttsøster*.

From Mork a road leads to Opstryn, ascending the *Nordffjordbrø* to the *Kamphamrene* (4065 ft.), from which there is a tremendous descent of extraordinary abruptness into the *Sundal* (967 ft.); finally through the *Hjelledal* to *Hjelle* on the *Strynsvand* (see p. 190).

From Lindsheim to Grjotlid the traveller is conveyed in a stolkjærre, which is required by the authorities to have broad wheels. As long as the road remains in the valley of the *Otta*, it is of the ordinary width, but afterwards becomes so narrow that two vehicles can scarcely pass each other. It was constructed to

facilitate the intercourse between the denizens of the upper Gudbrandsdal and those on the western fjords. For the greater part of the way it leads through a vast wooded and stony wilderness, but is useful to the proprietors of the sæters on the neighbouring hills, whose traffic it facilitates, and even to the inhabitants of the Upper Gudbrandsdal, who find it cheaper to bring some of the necessities of life over the mountains on horseback from the western fjords than from Lillehammer in carts.

After leaving Lindsheim the road passes the *Nordbjergskirke*, erected in 1864. Above the thin pine-woods we observe the *Gjødingsbak*, which descends from the *Høiberg*. — The *Dønnsfos Bridge* which crosses the Ottaelv commands a view of three valleys, the *Tundradal* to the S., the *Brotedal* to the W. (see above), and the *Billingsdal* to the N., at the junction of which lies *Aamot* ('meeting of the streams').

Beyond this point the road begins to ascend considerably, and traverses a vast tract of rocky debris (*Ur*). On the left flows the *Ottuelv*, which descends from the Høgerbottenvand and forms the *Øibergsfos*. Looking back, we obtain a view of lofty mountains with glaciers, including the *Tværdfeld* and *Bjørnskred*.

The *Høgerbottenvand* with its wooded islands occupies a higher region of the valley. In the background is the *Skridulaupbrå*, with the *Glitterhø* and the *Framrusthord*, and to the right, on the hill, lie the *Høgerbotten-Sætre* (3040 ft.). Passing a saw-mill (*Sagbrug*), we next reach the *Fredriksvand* and *Polvand* (1930 ft.). The road now ascends continuously through wild forest, where thousands of fallen trees and branches broken off by the wind (*Vindfald*) are left to decay. This scenery will often recall the interesting pictures of Hr. Cappelen, the Norwegian artist. The road skirts for nearly  $\frac{1}{2}$  hr. an unbroken series of cataracts formed by the Otta, forming the *Polfos*. At rare intervals the traveller meets with 'Sæterfolk' bringing their whey in 'Myseflasker' down from the mountains.

Farther on we pass a waterfall on the right, and then by a wooden bridge cross the *Thordalsfos*, an imposing waterfall descending from the *Thordal* on the N., and fed by the glaciers and snow at the head of that valley. On hills formed by deposits of debris, to the right, lie the sæters of *Billingen*, to the S. of which, on the opposite side of the Otta, are the *Ausensætre*. A number of the pines in this neighbourhood are curiously shaped. The country looks parched and monotonous, as a peculiarity of the climate here is that rain is very rare in summer (comp. p. 131). The large glacier-streams Otta and Thordalselv flow through a dry and barren wilderness. To the right, farther on, we observe the *Nysætre*, and we next pass the *Vulurand* (2685 ft.), a pretty mountain-lake, into which the *Vuludalselv* falls. The road is now comparatively level. On both side and in the distance rise snow-clad mountains.

On the left is the *Skridulaupbræ*, with its ice-basin ('*Botn*'). We then pass the *Heimdalsvand* and *Grjotlidsvand*, and after a drive of 35 Kil. from Lindsheim reach —

**Grjotlid** ('stony slope'), a *Fjeldstue* or small mountain-inn belonging to the government, and containing two double beds. Excellent trout (*Fjeldørreter*) are generally to be had, but otherwise the fare is simple. The tenant *Christ* may be taken as guide to Mæraak (4 kr.; horse and guide 8 kr., with fee of 1½-2 kr.). Reindeer and bears abound in the neighbourhood. The latter are epicures in their way, carrying off pigs when they can capture them, but despising goats' flesh.

FROM GRJOTLID TO ØPSTRYN (8-10 hrs.). This route from the Gudbrandsdal to the Nordfjord is less interesting than that to Mæraak. It turns at once to the S.W. to the *Heilstuguvand*, passes the base of the *Skridulaupbræ* which lies to the S., and leads through the *Vatsenddal* and across the boundary of Bergen Stift to *Hjelle* in the *Hjelledal*. From *Hjelle* across the *Strynsvand* to *Toning* and *Visnæs*, on the Nordfjord see p. 190.

The mountain-route from Grjotlid to Mæraak (10-12 hrs.) is very fatiguing and somewhat deficient in variety of scenery. Driving is practicable as far as the *Breidalsvand*. Beyond Grjotlid trees disappear entirely from the landscape. The flora is of an Alpine character. After 1 hr. a large valley diverges to the N.W., through which a little-frequented path leads to the *Kalurdal*. We cross the *Kjærringselv*, and soon reach the **Breidalsvand** (2885 ft.), a lake about 6 Engl. M. long, the clear waters of which reflect the *Vatsendegg*. On the N. side rises the *Breidalsegg*, with its snow-fields and rocky wildernesses (*Ur*), which the path traverses. Pedestrians must also wade through the *Hamsaelv*. It is therefore better to traverse the lake by boat, riders sending on their horses to the W. end. The path next runs at a considerable height above the *Djupvande* or chain of lakes extending into the higher mountains, each of which is a little higher than the one below. The *Uplødsegg*, which becomes grander as we advance, rises in the form of a huge wall of rock to the S.W., with a flat summit, presenting the appearance of having been sharply cut off, and is covered with a snowy mantle (*Luken*), offshoots from which descend to the green lake. Avalanches fall into the water at very frequent intervals. At the W. end of the lake is a small *Fjeldstue*, erected by government, the woman (*Budeie*) presiding over which supplies coffee (1½-1 kr.; not a suitable place for spending the night, and far from clean). The *Budeie* also has charge of 100 sheep and 50 goats. Mæraak is reached from this hut in 4-6 hrs. more.

We now ascend in 20 min. to *Stavbrækkene* (*Stav*, 'stratum', 'layer'; *Brek*, 'cliff'), with the highest *Djupvand*, from which the *Djupvandsfos* descends. To the W. tower huge walls of rock, beyond which is the ice-fall of the *Nordfjordbræ*, a glacier virtually unknown, with the *Rindalshorn* forming its centre. There is now no distinct path, but our route leads round the E. side of the lake for

1 hr., crossing numerous torrents and waterfalls. At the N. end of the lake we ascend for about 20 min. more, over rocks worn smooth and almost polished by glacier-friction, and at length reach the culminating point of the pass (about 3500 ft. above the sea-level), the watershed between the Gudbrandsdal and the western fjords, where we obtain a \*VIEW of the finely shaped mountains around the Geiranger Fjord, which itself becomes visible a little farther on.

The direction of the path is now indicated by small and hardly noticeable heaps of stones (*Varder*); the descent is extremely steep, and this is perhaps the most unpleasant part of the whole route. We soon reach the *Oplændske Dal*, the highest basin of the valley, once filled by a lake, and bounded on the E. by the *Holenabba*, rising above it like a wall. In this basin lies a large and thriving gaard (1365 ft.), beyond which the route, now a kind of cart-track, again descends very steeply. Fine waterfalls are seen in every direction, and several other gaards are passed. Below us lies the fjord with the small church 200 ft. above it; on the height opposite, to the N., lies the gaard of *Vesteraas*. — At length, in 3-4 hrs. from the summit of the pass, we reach *Mæraak*, see p. 186.

## 19. From Bergen to Throndhjem by Steamer.

80 Nautical Miles (320 Engl. M.). STEAMBOAT 5-6 times weekly in 15-60 hrs., usually starting late in the evening (fares 32 or 25 kr.). A berth should be secured at once (comp. p. xix). The large steamers call only at *Aalesund* (18 hrs. from Bergen), *Molde* (4-4½ hrs. more), and *Christiansund* (12 hrs. more). The fare from Bergen to Throndhjem, 1st cl., is 32 kr.; price of provisions &c. on board, see p. xix.

The voyage is on the whole of little interest. There are, however, a few fine points, such as the mountain called *Hornølen* (or *Smalsarhorn*), the promontory of *Stadt*, the charming little town of *Molde* with the view of the Romsdals-Fjord, and the promontory of *Stemshesten*. The view of Throndhjem from the sea is also picturesque, and in fine weather the snow-clad mountains of the interior are visible in the distance, especially between the Sognefjord and Molde. These views, however, do not counterbalance the monotony of the rest of the voyage, and the so-called 'inland-route' to Molde (R. 21) is far preferable to the direct steamboat-voyage. For it must not be forgotten that the finest scenery is, as we have repeatedly observed, generally to be found in the inner recesses of the fjords, and not at their mouths. The distances in the following description are given in sea-miles and calculated from Bergen.

*Bergen*, see p. 68. The steamer threads its way through the Skjærgaard, or belt of islands, lying off the district of *Nord-Horland*, which, together with *Sønd-Horland*, to the S. of Bergen, constituted the ancient *Hordafylke*. The first important station is (11 S.M.) *Skjærgehamn*, a little to the S. of the *Sognefjord* (R. 16). We next pass the entrance to that fjord, which shows no sign here of the magnificent scenery of its inner ramifications. The shapeless mountains have all been worn down by glacier-action, and most of them are entirely barren.

To the N. of the Sognefjord the steamer skirts first the districts

of *Søndfjord* and *Nordfjord* (the latter extending to the promontory of *Stadt*, p. 169), which together formed the ancient *Firda-fylke*. We cross the *Aufjord*, and then the *Dalsfjord*, at the entrance to which is the *Præstø* station. Some of the vessels do not touch at *Præstø*, but steer towards the W. to *Varø*, from which a visit may be paid to the interesting island of *Alden* (1550 ft. in height), which is known as the '*Norske Hest*'. The proprietor of the island, who lives on the W. side, possesses upwards of 1000 sheep. He and his two '*Husmænd*', who live on the E. side, spend the whole year in the island. On leaving *Præstø* the steamer traverses the *Granesund* (with the *Atlesø* on the left) and the *Stangfjord*, passes *Stavnæs*, the westernmost promontory of Norway, and reaches the *Stavfjord*, which forms the entrance to the *Førdefjord*. The steamer that touches at *Varø* skirts the E. side of the island of *Alden* and steers thence to the *Stavfjord*.

The *DALSFJORD* AND *FØRDEFJORD* are traversed once weekly by a steamer from *Bergen*, taking 3 days to the voyage there and back.

The *Dalsfjord* (in '*Søndfjord*'), not to be confounded with the arm of the *Voldenfjord*, p. 170) runs inland for a distance of 50 Kil. (31 Engl. M.). At the entrance rises the massive *Atlesø* (upwards of 2000 ft. in height). The steamer plying on this fjord passes *Strømsnæs* and *Dale* (\*Inn), which lies on the S. side, about halfway up the fjord. Above *Dale* rise the *Dalshest* (2365 ft.) and the dome-shaped *Kringlen* (2468 ft.). Farther on are the *Løkelandshest*, behind which rises the flat and generally snow-clad *Blejan* ('mantle'; 4400 ft.), and the imposing *Kvamshest* (4120 ft.; p. 180). The last steamboat-station on the fjord is *Sveen* (good quarters), near the E. end, from which a hilly road leads to (11 Kil.) *Langeland* and (11 Kil.) *Førde* (p. 181). About 1 Kil. beyond *Sveen* is *Osen*, whence a road leads to *Sande* (p. 180).

The *Førdefjord*, 60 Kil. (37 M.) in length, though less striking than the *Dalsfjord*, also abounds in bold mountain-scenery. The most important place is *Nausdal* on the N. bank. At the end of the fjord rises the majestic *Kvamshest*, at the foot of which lies the skyds-station *Førde*, whence we may drive to *Mo* and *Nedre Vasenden* on the *Jølstervand* (p. 181).

20 S.M. **Florøen (Inn)**, an island between the *Søndfjord* and *Nordfjord*, is an important station, being touched at by some of the direct steamers to and from *Molde* and *Thronthjem*, and also by the *Søndfjord* and *Nordfjord* steamers. This station, which has rapidly assumed the dimensions of a small town (500 inhab.), forms the E. focus of the traffic of the *Nordals*, *Eike*, and *Hødals* fjords, and partly owes its prosperity to its former success in the herring-fishery. On a solitary rocky islet to the W. of *Florøen* is the *Stabbensfyr* (lighthouse).

The coasting steamers, which now run between the mainland and the belt of islands, next touch either at *Kallevuag* on the *Frøjen* or at *Kjelkenæs* on the large island of *Bremanger*, which lies at the mouth of the *Nordfjord*. At the E. end of the island is the perpendicular and apparently overhanging \**Hornélen* (3000 ft.), rising immediately from the water. An attendant of *Olaf Tryggvason* (end of the 10th cent.) is said once to have attempted to scale this mountain and to have been rescued by the king himself

from imminent peril. On the E. side of Hornelen is the rocky island of *Marø*. The steamer then traverses the often very rapid *Skatestrøm*, the entrance of the *Nordfjord*, and the *Vaagsfjord*, and stops at the station of (27 M.) *Moldø*, or the opposite village of *Sæternæs*, on the *Vaagsø*.

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The *Nordfjord*, extending to the E. of *Moldø* for about 55 Engl. M., is one of the finest fjords in Norway, the innermost arms being especially picturesque. A steamer from Bergen plies on this fjord once weekly. Leaving Bergen on Monday at midnight the steamer reaches *Florø* (see above) at midday, *Moldø* (see above) at 5 p.m., *Nordfjordeid* (see below) at 11 p.m. on Tuesday, and *Sandene* (see below) on Wednesday morning, &c. Leaving *Visnæs* (see below and p. 190) on the return voyage on Wednesday at 11 a.m., it reaches *Moldø* at 12.30 a.m. on Thursday, and Bergen at 9 the same evening. The scenery of the inner branches of the fjord is described in the accounts of the land-routes (pp. 183-85, and R. 22).

The first station is *Rugsund* on the S. bank, the second is *Bryggen* on the N. bank, from which a road crosses the lofty *Maurstadeid* (2060 ft.) to (20 Kil.) *Aahjem* on the *Vanelvsfjord* (p. 169). A little beyond *Bryggen*, on the S. bank, is *Daviken*, where *Claus Frimann*, the poet (d. 1829), once lived. On the N. side, to the E. of *Daviken*, diverges the *Eidsfjord*, running towards the E., with *Nøstdal* or *Nausdal* on its N. bank, and *Eid* at its head, whence we may proceed via the (6 Kil.) *Nordfjordeid* to *Vedvik* or to *Nord* on the *Hornindalsvund* (see p. 184). — The S. arm of the *Nordfjord* is now called the *Isfjord* and farther up the *Hundviksfjord*, from which, to the S.W., diverges the *Aalfotfjord* and beyond it the *Hyeffjord* and the *Gloppenfjord*.

The few steamers which ply in the *Aalfotfjord* and the *Hyeffjord* call at *Jelsnæs* at the entrance to the *Aalfotfjord*, pass the fine \*Waterfall of the *Ørendalselv* on the right, and then cross the *Hyeffjord*, calling at *Hestenæs*. At the entrance to the *Hyeffjord* rise two imposing mountains, the *Skjæringen* on the W. and the *Eikenæshest* on the E., each about 4000 ft. in height. The extensive snow-fields and glaciers on both sides of the fjord have hitherto remained almost entirely unexplored.

The steamer then traverses the *Gloppenfjord* to *Sandene*, charmingly situated at its head, whence a road leads past the *Eidsfos* to *Vasenden* on the *Bredheimsvand* (p. 184).

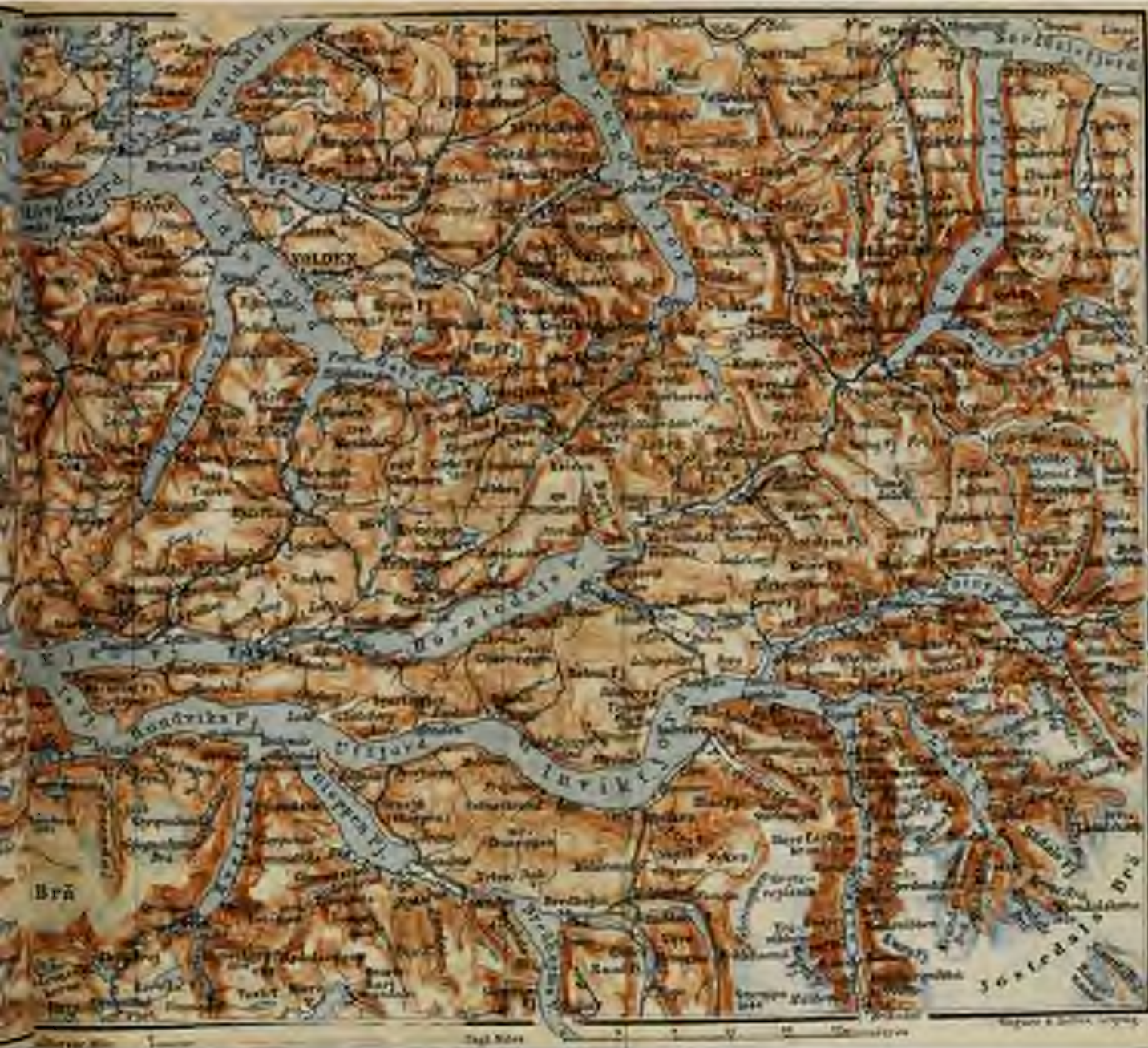
The steamer now returns to the main fjord, calling at *Rysfjæren*, *Utviken* (p. 183), *Indviken* (p. 183), *Faleide* (p. 184), *Oldøren* (p. 193), and sometimes *Loen* (p. 191) and *Visnæs* (p. 190).

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The large coasting steamers traverse the strait between the island of *Vaagsø* and the mainland, touching at *Osmundvaag*. They









then pass the islands of *Burmø* and *Seljesø*, the latter of which contains the ruins of a *Monastery of St. Alban* (12th cent.) and the shrine of *Sunniva*, an Irish saint, the patroness of Bergen. Opposite the *Seljesø* lies *Selje*, with the church of *Hove*, on the S.W. bank of the peninsula of **Stadtland**, a lofty plateau 17 Engl. M. long and  $2\frac{1}{2}$ -8 M. broad, stretching out into the sea in the form of a hand and forearm. The peninsula terminates in the promontory of *Stadt*, well known for the tremendous storms by which it is visited. The natives declare that the breakers here are sometimes 20 fathoms in height. A tunnel for the steamers has been projected through the *Mundseid* (see below), the narrow isthmus connecting the peninsula of Stadtland with the mainland.

A visit to the Stadtland takes 10-12 hrs. Provisions must be taken with the party, and 'forbud' must be sent on to Drage if driving or riding is contemplated. From *Selje* we row along the precipitous rocky bank in  $1\frac{1}{2}$  hr. to *Drage* (poor quarters), above which rise the *Skrælna* (1400 ft.) on the E. and the *Vetenakken* on the W. From Drage a road leads E. to the chapel of *Lekanger* and then to the N.W. through the *Morkedal*, passing the *Dalsbøvand* to (15 Kil.) *Ervik*, a poor 'Sand', exposed to all the violence of the ocean, with inhabitants who support themselves on milk and fish. From *Ervik* we may ascend (with guide) the *Kjærringen* (1680 ft.), which commands an admirable view of the ocean, the Stadtland, the islands as far as *Aalesund*, and the *Søndmøre* Alps to the S. An easier path diverges to the right about 20 min. from *Ervik* and ascends through a small valley. — Those who do not wish to return to *Selje* may proceed from the *Kjærringen* to the E., through the *Aareviksdal* and along the S. slope of the *Store Varden*, to ( $1\frac{1}{2}$ -2 hrs.) *Ellevik*, and row thence, enjoying a fine view of the *Revikhorn* (1410 ft.), to the *Haugsholm* (see below). Visitors to the Stadtland approaching from the N. disembark at the *Haugsholm* and make the tour in the reverse direction.

Beyond the promontory of Stadt the larger steamers cross the *Vanelvsfjord* and pass the *Sandø*, containing the famous *Dolstens Cavern*, about 200 ft. above the sea, the recesses of which have been only partly explored. They then skirt the W. sides of the large islands of *Gurskø* and *Hudreidland*, touch at *Herøen*, and soon reach *Aalesund* (see below).

Those who leave the steamer at *Selje* (see above) may avoid the tempestuous passage round the Stadtland by making the following tour. From *Selje* we row through the *Moldefjord* to (1 hr.) *Gaarden Eide*, whence a good but rather steep bridle-track crosses the *Mundseid* (820 ft.; see above) to *Enerhaug*, situated on the *Kjødepollen*, the innermost branch of the *Vanelvsfjord*. Then we proceed by boat in  $1\frac{1}{2}$  hr. to —

**Aahjem**, at the S.W. end of the *Vanelvsfjord*, and the terminus of the *Aalesund* and *Volden* steamers (plying twice weekly). Near *Aahjem* are the church and parsonage of *Vanelven*. — From *Aahjem* to *Bryggen* on the *Nordfjord*, see p. 168.

After leaving *Aahjem* the *Volden* steamer calls at *Sandvik* on the Stadtland (whence a footpath leads to *Selje*, see above; 2 hrs.), the island of *Haugsholm* (route to *Eltevik*, see above),

*Eidsaun* on the *Søvdefjord* (see below), and several other unimportant stations. It then traverses the *Røvdefjord* and the *Voldenfjord* and reaches *Volden* (p. 171) in 5-6 hrs.

The following is a pleasant excursion of two days, beginning at Aahjem and ending at Volden. (The traveller is recommended to take with him some tea or coffee essence and other portable provisions.) We first drive up the *Almklovdal* for 8 Kil. (5 Engl. M.). At a point 3 Kil. before reaching *Almklov* we leave the carriage in order to ascend (with guide) the hill above the *Storlivatn*, which commands an admirable view of the *Søvdefjord*. We then descend, passing the *Kilsbrekkevatn*, to (2 hrs.) *Øver-Berg*, the highest gaard in the *Sørdal*, about 800 ft. above the sea-level. Thence the steep road descends in  $\frac{3}{4}$  hr. to *Neder-Berg* and the *Sørdalsgaarde* on the *Sørdalsvatn*, where a carriage can be hired to continue the journey. In about  $\frac{1}{2}$  hr. we reach *Vik* and the church of *Søvde*, on the *Søvdefjord*, the E. bank of which is extremely precipitous and picturesque, while the W. bank is flat and studded with pleasant gaards. Among these is *Eidsaun*, a station of the Aalesund and Volden steamboats (see above).

From *Vik* we may drive in the same carriage up the *Norddal*, passing the waterfall of *Sarpen*, to *Tverberg*, the highest gaard in the valley. Thence we proceed on foot, with the aid of a guide, skirting a brook and several small lakes and at last ascending somewhat rapidly to a sæter above the *Dalsfjord*, commanding a magnificent view. We then descend by a well-marked sæter-track to *Indselsæt*, 3 hrs. from *Tverberg*, where good accommodation for the night may be procured. The *Dalsfjord* (not to be confounded with the fjord mentioned at p. 167), an arm of the *Voldenfjord*, is about 17 Kil. ( $10\frac{1}{2}$  Engl. M.) in length and is enclosed on both sides by mountains 3000-4000 ft. high. At the S. end of it, 5 Engl. M. from *Indselsæt*, lies *Stensvik*.

On the second day we row in  $\frac{1}{2}$  hr. to *Dale*, and then (with guide) ascend through the *Dalsdal* and descend through the *Laurdal* to *Birkedal* (see below). The traveller is recommended to combine with this route an ascent of the *Felden* (3855 ft., 4 hrs. from *Dale*), which commands a survey of almost the whole *Søndmøre*, the *Stadtland*, and a large part of the *Nordfjord* with the *Gjegalundsbræ* and *Aalfotebræ* on its S. side. The *Jostedalsbræ* forms a conspicuous feature in this prospect. Towards the E. the *Felden* terminates in a huge 'botn', or mountain-basin, above which rise the imposing *Torene* (*Store Toren* 4050 ft., *Lille Toren* 3880 ft.). — The descent from the *Felden* to the *Laurdal* is not to be attempted without a guide. In 4-5 hrs. we reach *Søndre Birkedal*, whence a path leads to the S. via *Smørdal* to *Nøstdal* on the *Eidsfjord* (p. 168), while a road (carriage not obtained without waiting for about 3 hrs.) leads to the N. to *Kile* and (8 Kil.) *Følsvik* on the

*Kilefjord*, the latter of which is called at by the Aalesund steamers once weekly. We may also reach Volden by small boat in 2-2½ hrs.

**Volden** (near the \**Rødsæt Station*), situated in a fertile district on the N.E. bank of the picturesque *Voldenfjord*, is a good centre for several interesting excursions. The chief of these are those to *Aahjem* and the *Stadtland*, see above; viâ *Ørstenvik* and *Brautesæt* to *Sæbø* on the *Jørundfjord*, see p. 173; across the *Austefjord* to *Førde* and by carriage to *Kaldvatn* (p. 175), and thence to the *Jørundfjord* (p. 175) or the *Hornindalsvand* (p. 184).

Leaving Volden, the steamer passes the entrance of the *Ørstenfjord*, traverses the *Vartdalsfjord* and the *Bredsund*, and stops at —

42 S.M. **Aalesund** (*Hôtel Scandinavie*, R. 1 kr. 60 ø., S. and B. 3 kr., well spoken of; *Schjelderop's Hotel*), a thriving commercial town with 5800 inhab., founded in 1824, and picturesquely situated, partly on the mainland, and partly on islands which protect its harbour. The neighbouring fishings of *Storeggen*, to the W., are in great repute, even attracting fishermen from Sweden. The town forms the capital of the *Storfjord*, the numerous arms of which all unite here, and is also the great mart of the torsk fishery. The fish are caught, to the number of 5-6,000,000 annually, in large and coarse nets, about 7 ft. in width, with green glass buoys attached to them. The principal part of the town lies on the *Værø*, and the church is in *Helvigen*. The *Godø* and the *Valdersø* are each provided with a lighthouse. The *Aalesundsaxlen*, a hill surmounted with a vane ('*Fløie*'), commands a good survey of the town, with the *Langfjeld* to the S.E. The well-constructed reservoirs which supply the town with water are situated here. — A walk may be taken to the E. to the church of *Borgund* (which of course must not be confounded with Borgund in the *Lærdal*, p. 95). — Farther distant, to the S., is the old castle of *Hrolf Gangr*, the ancient conqueror of Normandy. — A good road leads from Aalesund to *Vestnæs* on the *Romsdalsfjord* viâ *Sjeholt* (comp. p. 188). To the *Jørundfjord* and *Hellesyllt*, see R. 20.

Owing to the number of steamboats that touch here, Aalesund offers numerous opportunities for making excursions to the fjords. Besides the larger coasting vessels, steamboats start from Aalesund —

1. Once weekly viâ *Ørstenvik* (p. 174), *Volden* (see above) and *Eidsaa* (p. 170) to *Aahjem* (p. 169) in 12 hrs.
2. Thrice weekly viâ *Molde* (p. 195) and *Vestnæs* (p. 188) to *Veblunysnæs*, *Nes*, and *Sten* (p. 197), in 11 hrs.
3. Thrice weekly viâ *Aune* (p. 203) *Langskibso*, *Sjeholt*, *Hove* (*Stovdalen*), *Slingstedt* (*Stranden*), *Sylte* (p. 186), *Kellvig* and *Ytredal* (p. 186) to *Hellesyllt* and *Merok* (p. 186).

The large steamer runs from Aalesund to Molde in 4-5 hrs., without stopping. The small local coasting steamers touch at *Østnæs* (on the *Harhamso*), *Hildre*, *Drønen* (on the *Hiefjord*), and *Gjelsten* (on the *Tomrefjord*), and reach Molde in 5½-6 hrs.

51 S.M. *Molde*, see p. 195.

Beyond Molde the steamer at first steers towards the W., then turns to the N. and enters the *Julsund*. The islands of *Otterø* and *Gorsen* are passed on the left, the *Juluxlen* (1810 ft.), and later the wedge-shaped *Gjendemsfjeld* (2080 ft.) on the right. The first station is *Bud*, which is also connected with Molde by a local steamboat and by a good road. On the left lies the island of *Ona*, also a steamboat-station, with a signal-light. The promontory of *Stemshesten* (2550 ft.) now comes into sight, beyond the *Bodfjeld*, and a little later we see the lofty *Tusterø* (p. 173), to the N. of Christianssund. The *Stemshesten* forms the S. boundary of the *Nordmøre* as the *Stadtland* forms that of the *Søndmøre*. The sea here is as rough as at the *Stadt*. The steamer now emerges from the island-belt and passes the *Hustadvik*, at the head of which lies the village and church of that name. We then pass the small *Fuglen* ('Bird Island'), with a signal, on the left, and on the right observe several gaards at the base of *Stemshesten* (*Stemme*, *Hanæs*, etc.), which have regular steamboat-communication with Christianssund (see below). Fine view of the snow-mountains of the *Romsdal*. The steamer next passes the signal-stations of *Hvidholmsfyr* and *Hestskjærsfyr* (white building), and then steers between the *Kirke-land* and the *Inland* to —

58 S.M. **Christianssund.** — MØLLEROP'S HOTEL, R. 1 kr. 25, D. 1 kr. 20 ø.; O. TRONESS'S HOTEL, small but good, the landlady speaks English, German, and French.

*Christianssund*, an important trading town with 12,000 inhab., the staple commodity of which is fish, is picturesquely situated on four small rocky islands, in the midst of which lies the harbour. These islands are *Kirkelandet*, to the S.W., with an old and a new church and the hotels; *Inlandet* to the E.; *Nordlandet* to the N., with a church and some fine woods; and *Godmadslandet* or *Skorpa* to the W., with the drying-places for the 'klipfisk'. Small steamboats ply between the different islands. From the harbour we ascend the street to the right, and then visit the *New Church*, which is surrounded with pretty promenades, commanding a fine view of the mountains to the S.E. We then return to the harbour via the *Old Church*. The *Vagttaarn* also commands an extensive view. — In the sea, opposite Christianssund and about 12 Engl. M. distant lie the small islands or 'fiskevær' of *Grip*, with a population of 200 fishermen and a chapel. A little farther out is the little archipelago of *Grytturran*.

THE KLIPFISK, or dried cod, the preparation of and trade in which form the principal industry of Christianssund, is mostly exported to Spain, where it is known as *Bacallao Seco* (from Lat. *baculus*, a stick). It is always packed in 'Vogers', each weighing nearly 40lbs. Some of the principal firms carry on so extensive a business that they keep several large steamers merely to convey the fish to Spain. The Christianssund merchants often possess enormous wealth, and many of the beautiful villas on the sheltered *Fanestrånd*, near Molde (p. 197), belong to them.

Christianssund affords opportunity for several pleasant excursions in the fjords, which here stretch far into the mainland. Perhaps the finest

of these is the **Sundalsfjord**, at the head of which lies *Sundalsøren* (p. 206), whither a steamer ('til Sundalen') plies from Christianssund twice weekly (Mon. and Thurs., returning Tues. and Frid.). The intermediate stations are *Stensvig*, *Gulseth*, *Gimnæs*, *Strand-Battenfjordsøren* (comp. p. 202), *Øre*, *Torvig*, *Berge*, *Ødegaard-Strømsnæs*, *Gjul*, *Koksvik-Thingvold* (p. 203), *Angvik* (p. 203), *Eidsøren* (p. 200), *Fjeseide*, *Jordal*, *Øksendalen*, and *Opdal*. The voyage takes 8 hrs.

Another line of steamers ('til Todalen') plies from Christianssund twice weekly (Tues. and Frid., returning Wed. and Sat.) to (7 hrs.) *Surendalsøren* at the head of the **Halsefjord**, whence a high-road leads to *Ørkedal* and Thronthjem (see p. 203). The steamer returns from Surendalsøren on the following morning, thus allowing ample time for a visit to the *Lilledal*, a wild and grand mountain ravine, enclosed by precipitous rocky walls like those of the Eikisdal (p. 197). The ravine, which is 7 Engl. M. in length, is traversed by a carriage-road.

A third line of steamers ('til Hevne') plies twice a week to the (4 hrs.) *Vinjeffjord*, returning the same day.

A fourth steamer ('til Kornstad') traverses the **Kvernæsffjord** to *Eide* on the *Isingvaug*, whence we may drive to the *Fanestrånd* and *Molde* (slow stations; see p. 197). The steamer then turns to the N.W., and calls at *Kornstad*, *Vevang*, and *Kornvåg* on *Stemshesten* (p. 172; in all 4 hrs.).

From Christianssund to Thronthjem, see also p. 203.

The course of the steamer beyond Christianssund is on the whole well protected by islands. To the W. lies the small island of *Grip*, to the N. of which is *Gripshølen*, affording an unimpeded view of the open sea. To the right are the lofty islands of *Tustere* and *Stabben*, between which are seen the distant snow-mountains of the Sundal and the Eikisdal. Farther on *Ædø*, with a steamboat-station, and the low but extensive *Smølen* are passed on the left. The scenery now becomes monotonous. To the N. of Smølen is the *Ramffjord*, which separates it from the large island of *Hitteren*, with the station of *Havnen*. The only other station which the large steamers visit is **Beian**, at the entrance to the Thronthjem Fjord, so that travellers can proceed to the North Cape, without touching at Thronthjem. The scenery improves as we approach our destination.

80 S. M. Thronthjem, see p. 213.

## 20. From Aalesund to Hellesylt (*Molde*) by Ørstenvik and Øie.

105 Kil. (62 Engl. M.). This route takes two days. From Aalesund to *Ørstenvik*, 45 Kil. (28 M.), steamboat ('Lodden' and 'Robert') twice weekly (Tues. and Frid. 6 a.m.) in 3½ hrs. (going on to Volden and Aahjem, pp. 169, 170). From *Ørstenvik* to *Sæbø*, 25 Kil. (15½ M.), drive (quarters for the night at Rise, near Sæbø). From *Sæbø* to *Øie*, 10 Kil. (6 M.), row. From *Øie* to *Hellesylt*, 25 Kil. (15½ M.), ride to Haugen and drive the rest of the way. *Øie* is a slow, but Haugen a fast station. Side-saddles may be obtained at either. — A steamer plies from Aalesund to Hellesylt direct twice weekly in 11 hrs. (Tues. and Frid., returning on Wed. and Sat.).

This beautiful route, part of which is by water and part by land, traverses the district of *Søndmøre*. If the traveller, after arriving by this route at Hellesylt, proceeds to visit the Geiranger Fjord (p. 185) and ascends from Mæraak to Stavbrækkene (p. 165), he will then have seen some of the grandest and most interesting scenery in the whole of Norway. The

district of Søndmøre, with its fjords and snow-mountains, comprises all the characteristic features of the country, the picturesque, the sublime, and the severe, while the inhabitants ('*Møringere*'), many of whom are prosperous and wealthy, are still noted for their primitive honesty and simplicity. — On the route from Ørsten to the Nebbedal there are as yet no 'fast' stations, so that the traveller must either send 'Forbud', or run the risk of waiting several hours for horses at the end of each stage. If possible, therefore, horses should be engaged for the whole journey from Ørsten to Sæbø (or Rise), without stopping at Brautesæt, the intermediate station. A supply of provisions for the journey should be procured at Ørsten. The only tolerable quarters for the night are at Rise.

*Strøm's Søndmøres Beskrivelse* (1762-66), a copy of which the station-master at Brautesæt possesses, is recommended to the notice of the traveller as containing, though an old work, the best existing description of this most attractive district. Another interesting work is *Peder Fyllings 'Folksagn fra Søndmøre'* (2 vols.; Aalesund, 1874-77).

*Aalesund*, see p. 171. The steamer first steers across the exposed *Bredsund*. To the N.W. lies the *Valdersø*, to the W. the *Godø*, and to the E. the *Hesø* with the pointed *Sukkertop* ('sugar-loaf'). It then traverses the *Brandalsfjord* to the *Hadreidland*, with the *Hadreid-Kirke*, an island with mountains nearly 4000 ft. in height, and then crosses to *Søre Vartdal*, on the *Vartdalsfjord*. Grand mountain scenery. Numerous ancient coast-levels and terraces of detritus, interesting to geologists, are observed. Comp. the *Map*, p. 168.

We next pass the *Liadalshorn*, rising on the mainland to the E., and enter the *Ørstenfjord*, at the head of which we stop at the station of *Ørsten* (\**Svendsen's Inn*), magnificently situated at the base of the *Saudehorn* (4320 ft.), and affording a view of the picturesque mountains farther inland. *Ørsten* (like *Volden*, p. 171) is recommended as headquarters for excursions in the neighbourhood. The valleys are clothed with rich vegetation.

From *Ørsten* we now drive through the beautiful *Ørsten* or *Aamdal*, passing the church of *Ørsten*, and traversing a smiling district commanded by a noble background of mountains. 5 Kil. *Gaurden Aam*, at the entrance to the *Follestaddal*.

A road diverges here to the left and ascends the *Follestaddal* to *Kjølås* (14 Kil. from *Ørsten*), whence a bridle-path leads to (8 Kil.) *Standal* on the *Jørundfjord*. Boat hence to *Sæbø* (8 Kil.), see below.

Our road to *Sæbø* next ascends an ancient moraine. To the S. towers the majestic *Snetind*.

9 Kil. *Brautesæt* (primitive station). We next pass the school-house, and then, on the right, the *Vatnevand*. The road gradually ascends to a height of 900 ft., passing the entrance to the *Bjærdal* on the right, through which a path leads to the *Austefjord* (p. 171). From the top of the hill and on our descent to *Sæbø* we enjoy a superb \*\*VIEW of the *Jørundfjord* mountains. The *Bonddal*, which we now descend, contains several farms. On the left the valley is bounded by the *Stokkehorn*, the *Grøtdalstind*, the *Lilledalshorn*, and the *Sæbøale*; on the right by the *Sukshorn* (4500 ft.), the *Storhorn* (4485 ft.), the *Lillehorn*, and the *Lilleskuardalstinder*, which somewhat resemble the *Trolltinder* in the *Romsdal* (p. 127). On the right, between these mountains, lie the *Steddal* and *Kristdal*.

16 Kil. *Rise* (a fair station, kept by the Lensmand) is about 10 min. drive from *Sæbø*, with its new church, situated on the *Jørundfjord*. This fjord and the *Norangsfjord* freeze in winter, while the main fjord remains open. As the 'Baadsskydsskaffer' lives about 1 Engl. M. from the station, the traveller should lose no time in ordering a boat with two rowers ('To Mand Rorfolk').

*Sæbø* forms the best starting-point for a visit to the magnificent **\*\*Jørundfjord**, which the Norwegians themselves usually consider the finest of all their fjords. From its entrance, about 12 Engl. M. to the S.E. of Aalesund, it extends towards the S.E. to *Bjerke*, a distance of 25 Engl. M., and is bounded by huge rocky precipices and wild mountain-slopes, above which peep a number of snow-clad summits. Here, as in other parts of *Søndmøre*, the flattened mountains so characteristic of Norway are replaced by bold and picturesquely formed peaks, separated from each other by profound ravines and sharply defined indentations, reminding the traveller of the dolomite mountains in the Tyrol. The fjord, as usual, is really a long, narrow valley filled with water.

At the E. end of the fjord, opposite *Standal* (p. 174), rises the *Molaup*. According to tradition, there once dwelt in the '*Trolggjel Molaup*' a giantess ('*Gygge*'), who was wooed by a giant ('*Jutul*') dwelling in the *Raamandsgjel* to the S. of *Sæbø*. One day she paid him a visit by boat, but found him in so weakly a condition that she spat at him in disgust and thus converted him into stone. On her way back she was overtaken by a storm, and sprang out of the boat between the gaards of *Næs* and *Molaup* with such violence that her foot-print ('*Gygrefetel*') is still to be seen on the spot. With her other foot she pushed off the boat so vigorously that it dashed across the fjord, made a deep indentation in the mountain by *Gaarden Stavsæt*, and then sank. It still lies there in the form of the *Stavsætflu*, a rock where the best fishing in the fjord is obtained.

Above *Sæbø* and the *Norangsfjord* the *Jørundfjord* becomes narrower and wilder, being a huge ravine bounded by almost perpendicular mountains nearly 5000 ft. in height. From *Bjerke* at the S. end (12 Kil. from *Sæbø*; Inn), which lies several hundred feet above the fjord, the traveller may pay a visit to the *Tyssefos*, and drive viâ *Rørstad* and *Rued* to *Kalvatn*, and thence over the *Kviven* to *Hornindal* (p. 184). An interesting trip by boat may also be taken to the *Raamandsgjel* with the *Raamand* rising to the S. of *Hustadnæsset*.

At *Sæbø* the *Jørundfjord* is about 2 Engl. M. in breadth. Opposite *Sæbø* on the W. bank, lies *Gaarden Skor*, with a pretty waterfall. A little to the S., at *Gaarden Leknæs*, is the entrance to the **\*Norangsfjord**, the only branch of the *Jørundfjord*. A scene from this fjord by *Frick* is one of the pictures with which Oscarshall is embellished (p. 11). On the right side of the *Norangsfjord* rise the *Stolbjerg* (4490 ft.) and the *Jagta* (5240 ft.), on the left the *Leknæsnakken* and *Slogen*, and at the head of the fjord lies a glacier. The *Norangsfjord* resembles a large and sequestered Alpine lake. On the right, at the base of the lofty and menacing *Stolbjerg*, is *Stennæs*, with its two gaards. Farther on is the *Elgenafos*.

10 Kil. *Øie*, at the head of the *Norangsfjord*, is a poor station. There are two gaards at *Øie*, one to the left, belonging to four different families, and another to the right, with eight proprietors,

all of whom gain their livelihood by cattle-breeding. Some of the interesting houses have the old-fashioned *Ljor*, or aperture for smoke in the roof. To facilitate the carrying of pails the peasantry here use a '*Hisse*', or leathern strap over the shoulders, with a transverse piece of wood across the chest, from which the pails ('*Dailj*') are suspended.

A road now leads inland to the *Stavberg-Sætre* (see below), beyond which there is a bridle-path only. It is, therefore, usual to ride from Øie all the way. Saddles have been provided by the Turist-forening for the use of travellers. If '*Forbud*' has not been sent to Øie, travellers must be prepared to wait several hours for horses, as in summer the men and horses are engaged in the fields, while the women are often in the pastures with their cattle, leaving their children at home alone. The traveller is often expected to fasten his own baggage to the '*Hest*'; and as a diminutive urchin of ten years is often the only attendant, the hirer will generally prefer to walk and allow the child to ride.

Leaving Øie, we ascend the strikingly wild and picturesque \**Norangsdal*, which forms the prolongation of the fjord. The road ascends gradually to an upper plateau of the valley with a series of lakes, immediately beyond which the *Nebbedal* descends to the E., the highest ground between the two valleys being about 940 ft. above the sea-level (comp. p. 134). A little way from Øie the road crosses a '*Bælle*', or rising neck of land, and enters a broad basin, containing the hamlet of *Skylstad*, from whose inhabitants the sun is shut out during the greater part of the year.

A fatiguing path leads hence across *Skylstadbrekken* (2575 ft.), between *Sløgen* and *Smørskredfjeldet*, to the N.E. to *Stranden* on the *Sunelv* (p. 187), and thence to the N.W., viâ *Gaarden Brunstad* to *Aure* in *Søkelven* (p. 188). Imposing scenery.

The valley is bounded on the S. by the *Konnehorn* (4200 ft.), the *Nomshorn*, and the *Middayshorn* (4450 ft.), and on the N. by the *Smørskredfjeld*, culminating in the *Skruben* (5285 ft.). The road now quits the inhabited part of the valley and ascends through a stony wilderness (*Ur*), under which several mountain-torrents disappear. The *Norangsdalselv* is crossed twice. By the second bridge the scenery is singularly impressive. The mountains rise perpendicularly from the valley, and avalanches which have descended from them cover the river at places, forming bridges of snow. Above us rises the precipitous *Staven* (4960 ft.), under the shade of whose rocks the cattle seek refuge from the midday heat. Farther on, the valley suddenly expands, and we reach the *Stavbergsvand*, which we pass on the N. side. At its E. end are three sâters (*Stavberg-Sætre*), where cream may be obtained (*Rømme*, 'cream'; *Kolle*, the round wooden vessels in which the milk is kept). This lake is the first of a series of five, situated one above the other, which the road passes. The *Uravand*, the *Hjurvand*, and the *Hjølstrævand* are the following lakes. The road

terminates at the sæters, and the bridle-path now skirts the hill to the S., while the river is often lost to view among the rocks and ceases even to be audible. The last lake but one loses most of its water in dry seasons, when it is reduced to a single pool near its outlet.

14 Kil. *Fibelstad-Hougen* (poor quarters, civil people), a gaard 1210 ft. above the sea, lies in the upper part of the \**Nebbedal*, which is traversed by a good road. The station is surrounded by most imposing mountains. To the S. rise the *Mørastasnibba* ('afternoon peak'; *Mørasta* being a form of *Midaften*), the *Islenibba* (*isle*, or *veste*, 'small'), and the huge *Kvitegg* ('white ridge'; 5590 ft.). To the N. is the *Fibelstadnibben*, with its abrupt wall of rock, and to the W. beyond the Skar, towers the *Smørskredfjeld*. From the *Kvitegg* descend several glaciers, the birchwoods below which are still infested with bears.

Leaving *Fibelstad-Hougen*, so called to distinguish it from *Indre Hougen* on the road to *Grodaas* (p. 185), we observe to the left, beyond the *Fibelstadnibben*, the *Satredal* and *Tryggestad-Nakken*, and to the right the *Blaafjeld*. The *Nebbedal*, with its pastures sprinkled with birches, presents a pleasant appearance in summer, but is described by *Magdalene Thoresen* in her village-tales as a most dismal and dangerous place in winter and spring, when avalanches are frequently precipitated into it. About 6 Kil. from *Hougen* we reach *Tryggestad* on the *Horvåndal* and *Hellesylt* road, whence a retrospective view is obtained of the double-peaked *Fibelstadnibben*. From this point a good road descends to (11 Kil.) *Hellesylt* (see p. 185).

From *Hellesylt* to *Molde*, see R. 21.

## 21. Overland Route from Bergen to Aalesund and Molde.

*Comp. the Maps at pp. 106, 168 and 192, which join each other, as indicated in the general map at the end of the book.*

The 'overland route' from Bergen to Molde (or to Aalesund), a considerable part of which, however, is by water, is far preferable to the direct steamboat-voyage. It passes some of the grandest and wildest glacier and fjord scenery in Norway, all of which lies so near the road that it is easily surveyed from the traveller's *Stolkjærre* or boat. Until recently the roads were so bad and the stations so miserable that this magnificent region was comparatively unknown, but the facilities for traversing it are now so improved that the journey presents no difficulty or privation worthy of mention, and is frequently undertaken by ladies.

398 Kil. (247 Engl. M.). STEAMBOAT from Bergen to *Vadheim* (136 Kil. or 84½ Engl. M.) 3 times weekly in 7-10 hrs. (fares 7 kr. 60, 4 kr. 25 ø.). — ROAD from *Vadheim* to *Førde i Bredheim*, 87 Kil. (54 M.). — BOAT from *Førde* to *Red*, 12 Kil. or 7½ M. (a row of 2¼ hrs.). — ROAD from *Red* to *Utvik*, 17 Kil. (10½ M.), from *Moldestad* over a very steep and high hill, which is best surmounted on foot. — BOAT from *Utvik* to *Faleide*, 11 Kil. or 7 M. (a row of 2 hrs.). — ROAD from *Faleide* to *Hellesylt*, 46 Kil. (28½ M.). — STEAMBOAT from *Hellesylt* thrice weekly to *Sjøholt* (51 Kil. or 31½ M.) in 6¾ hrs. — ROAD from *Sjøholt* to *Vestnes*, 26 Kil. (16 M.). —

STEAMBOAT from Vestnæs to *Molde* (12 Kil. or 7½ M.) 6 times weekly (or by small boat in 2½-3 hrs.).

As the scenery between Vadheim and *Førde* on the *Førdefjord* is of little interest, while the *Dalsfjord* and the *Førdefjord* are well worth seeing, the traveller may prefer, if the *Søndfjord* steamboat suits, to travel by it as far as *Sveen* on the *Dalsfjord* (13 hrs.), or to *Førde* on the *Førdefjord* (22 hrs.), and begin his overland journey from one of these points. The *Søndfjord* steamer usually leaves Bergen on Wednesdays at midnight. — The distance from *Sveen* (slow station) to *Førde* by road, viâ *Langeland*, is 22 Kil. only.

Travellers by this route from Bergen to *Molde* should bear in mind that most of the stations are 'slow', and that many of them afford neither food nor quarters for the night. It is therefore essential to the success of the journey that a plan should be carefully laid down beforehand, and that *Forbud* should be sent to the stations at which detentions would otherwise occur. It need hardly be said that a week or a fortnight might very pleasantly be devoted to this route and the excursions which may be made from it, but 4-5 days only are allowed for it by most travellers. In the reverse direction passengers by Tuesday's steamer from *Aalesund* or *Sjöholt* pass the night at *Hellesylt*, take the steamer early next morning to *Mæraak*, and order a small boat to await their return at the mouth of the *Geiranger Fjord* about 7.30 a.m., thus regaining *Hellesylt* about 9 o'clock. Passengers by Saturday's steamer from *Aalesund* or *Sjöholt* are conveyed into the *Geiranger Fjord* the same evening, spend the night at *Mæraak*, and take the steamer on Sunday morning to *Hellesylt*. — Those who can devote 10-12 days or more to this route should make *Faleide*, *Visnæs*, or *Oldgren* their headquarters for the magnificent mountain-excursions mentioned below, and *Hellesylt* their starting-point for a visit to the *Norangsfjord* (see R. 20) and the mountain-pass at the head of the *Geiranger Fjord*. The tour thus extended will then embrace far more of Norway's sublimest scenery than could be seen in any other part of the country in the same time.

PLAN OF EXCURSION. This route may easily be accomplished by a good walker in five or six days, if he so times his departure from Bergen as to catch the steamer from *Hellesylt* to *Mæraak*. The following outlines may be useful for ordinary travellers with luggage, and especially if ladies are of the party, but they may be modified at pleasure, and they are of course dependent on the steamboat time-tables, with reference to which they are framed. *Comp. Communicationer.*

*Five Days (viâ Vadheim).* 1st. On Saturday from Bergen by steamer to *Vadheim*, and drive to *Nedre-Vasenden*. 2nd. Sunday at *Nedre-Vasenden*. (Or on Saturday to *Sande* only, and on Sunday to *Nedre-Vasenden*.) 3rd. On Monday to *Utviken*. 4th. On Tuesday to *Hellesylt*. 5th. On Wednesday by steamer to *Sjöholt*, drive to *Vestnæs*, and cross by boat to *Molde* (or by steamer from *Hellesylt* to *Aalesund*). — Or we may proceed by steamer from *Hellesylt* through the picturesque *Norangsfjord* and *Jørundfjord* to *Sæbø*, drive thence to *Ørstenvik*, and again by steamer to *Aalesund*. *Comp. R. 20.*

*Seven Days (viâ Vadheim).* 1st day. On Monday or Friday at midnight by steamer from Bergen to *Vadheim*, and drive to *Sande*. 2nd day. To *Nedre-Vasenden*. 3rd day. To *Utviken*. 4th day. To *Grodaas*. 5th day. To *Hellesylt*. 6th day. To *Mæraak*. 7th day. To *Aalesund* or *Molde*. (Or spend Sunday at *Sjöholt*.)

*Four Days (viâ Sveen on the Dalsfjord).* 1st. On Wednesday from Bergen to *Sveen*, and drive on Thursday to *Nedre-Vasenden*, or, still better, to *Førde* at the E. end of the *Førdefjord* (or take the *Nordfjord* steamer to *Flørø* (p. 167), and thence drive to *Førde*). 2nd. On Friday to *Faleide*. 3rd. On Saturday to *Hellesylt* and *Mæraak*. 4th. On Sunday to *Aalesund* or *Molde*. (Or spend Sunday at *Sjöholt*, as above.) — Or: — On Wednesday night by the same steamer to *Førde* on the *Førdefjord*. 2nd. To *Utviken*. 3rd. To *Mæraak*. 4th. To *Aalesund* or *Molde*.

[In the reverse direction: 1st day. From *Molde* to *Sjöholt*. 2nd day. To *Hellesylt*. 3rd day. Visit *Geiranger Fjord* (p. 185; on Tuesdays by steamer,

on other days by rowing-boat), and proceed to *Utviken*. 4th day. To *Nedre-Vasenden*. 5th day. To *Sande*, or even to *Vadheim*. 6th day. To *Bergen* (Mon. 7.30 p.m.) or to *Lærdalsøren* (p. 97; Wed. and Sat. 10 a.m.) or to *Gudvangen* (p. 109; Sat. 10 a.m.). — Or: — 1. On Monday to *Sjøholt*. 2. On Tuesday to *Hellesylt*. 3. On Wednesday to *Mæraak*, *Hellesylt*, and *Utviken*. 4. On Thursday to *Førde*. 5. On Friday to *Vadheim* and thence by steamer to Bergen.]

As the only fast stations on this route between *Vadheim* and *Faleide* are *Førde* on the *Førdefjord* (p. 181), *Aardal* (p. 182), and *Førde* on the *Bredheimsvand* (p. 182), the traveller should send *Forbud* (p. xxi) to all the slow stations where detentions would otherwise occur. This may be done by post-cards addressed to each 'Skydsskaffer', stating the day and hour of the traveller's expected arrival and the number of horses desired. Meals may also be ordered beforehand in this manner. For the first day's journey from *Bergen* (or *Molde*) *Forbud* should be sent two days in advance, but for the other days it is enough to send it on the evening before. Horses should also be ordered at once for the next morning at the station where the night is passed. The stations between *Faleide* and *Hellesylt* are all fast, but *Hellesylt* (p. 185) itself is slow. Between *Hellesylt* and *Molde* the only fast stations are *Sjøholt* and *Ellingsgaard* (p. 188). Carriages, however, can usually be obtained without delay at *Hellesylt*, *Vestnæs*, and other steamboat-stations. — Tariff for 'skyds', see pp. xxii, xxiii.

The only good inns are at *Vadheim*, *Sande*, *Førde* on the *Førdefjord*, *Nedre-Vasenden*, *Utviken*, *Faleide*, *Grodaas*, *Hellesylt*, *Mæraak*, and *Sjøholt*. Tolerable quarters at *Red* (p. 183).

The best descriptions of the scenery on this fine route are given in *Finn's Turistbref från en Resa i Norge Sommaren 1875* (Stockholm, 1876), *Daas's Norske Bygdesagn* (Christiania, 1872), *Peder Fylling's Folksagn* (see p. 174), and *Magdalene Thoresen's Billeder fra Vestkysten af Norge* (Copenhagen, 1872).

The steamboat voyage from *Bergen* to *Vadheim* takes 7-10 hrs.; see pp. 114, 113.

*Vadheim* (slow station; \*Inn, by the pier, unpretending) is prettily situated at the head of a northern bay of the *Sognefjord* (see p. 113). To the W. is a waterfall with a manufactory, above which rises the *Noreviksheia*. Comp. the *Map*, p. 106.

Between *Vadheim* and the *Nordfjord* the road skirts the W. side of the imposing mountains which are covered by the immense *Jostedalbræ* (p. 103), the largest glacier in Norway, whence a number of offshoots descend to the vicinity of dark green fjords and lakes. — On leaving *Vadheim* we at first gradually ascend the *Vadheimsdal*, which is enclosed by walls of rock 1500-2000 ft. in height. The road threads its way between the river and the cliffs, often passing over large fields of debris (*Ur*). The first gaard, situated on the left, is the *Ytre Dalm*, which is somewhat exposed to danger from avalanches. The sun is visible here in winter only for a very short time. The road next ascends between the *Dreggebonipen* on the right and the *Fagersletnipen* on the left. On a rocky height to the left lie the gaards of *Dreggebo*, beyond which the road returns to the left bank of the river. It then skirts the dark *Yxlandvand* (430 ft.), and crosses to the W. side of the valley. To the E., on the top of a rocky hill, lies the hamlet of *Yxland*. We then proceed along the *Upper Yxlandvand* and reach the culminating point of the road near the gaards of *Auberge* (512 ft.),

situated to the right, on the bank of a small lake in a basin surrounded by mountains. To the N. rises the *Kvamshest* (see below). The rest of the route through the wooded *Aabergedal* is monotonous. Passing *Gaarden Lofald* on the right and the parsonage of that name on the left, we cross the *Gula* or *Holmedalselv*, and reach —

15 Kil. **Sande** (\**Sivertsen's Inn*, comfortable), in the *Indre Holmedal*, with a church and several gaards. To the S. rises the *Dreggebonipen* (p. 180), adjoining which are the *Høgehøi* (2850 ft.) and the *Stensøtfjeld* (2470 ft.). To the N.W. towers the majestic *Kvandalstjeld* (3325 ft.).

A pleasant WALK may be taken from Sande to (6 Kil.) *Horsevik*, on the *Viksvand* (525 ft.), which affords tolerable fishing. On an island near the N. bank is the church of *Hæstad*. To the left rises the *Kvandalstjeld*.

*Horsevik* lies about 10 Kil. (6 Engl. M.) from *Vik*, at the N.E. end of the lake, whither we may proceed by boat. From *Vik* a road leads through the *Haukedal* to (8 Kil.) *Mostadhuug* on the *Haukedalsvand*, whence we row to *Rørvik*, situated on the W. bank, 3-4 Kil. to the N. A cart-track leads hence to *Holsen* and along the *Holsenrand* to (16 Kil.) *Mo* (p. 181). This route is more interesting and picturesque than the one described below, but is recommended to active walkers only.

On the *Viksvand*, nearly opposite *Vik* (see above), at the entrance of the *Eldal*, lies *Eldalsosen*, whence a route leads through the valley to *Hof*, *Mjell*, and *Sværen* (see p. 112).

Unless the traveller has ordered horses by *Forbud*, he should arrange with the driver at Sande to go on with the same horses all the way to *Førde*. Otherwise he will probably undergo a detention of several hours at *Langeland*. Travellers in the opposite direction are generally permitted by the station-master at *Førde* to go on without change of horses, especially when there is only one passenger in a carriage.

On leaving Sande the road passes the church on the left, and ascends rapidly to the right to *Gaarden Tunvald* at the base of the *Tunvaldfjeld*. Fine retrospect. The hilly road then passes the *Lundsgården* on the right and reaches a height commanding a view of the *Dalsfjord* ('*Søndfjord*') mountains (p. 167); in the distance the *Løkelandshest*, nearer the *Kvamshest* or *Store Hest* (4396 ft.), which farther on bears a remarkable resemblance to a huge horse, and of the smiling basin of *Lundebygd* at our feet. Beyond this basin we reach *Gaarden Skilbred*, on the moorland banks of the *Skilbredsvand*, whence we enjoy an unimpeded view of the *Kvamshest* and *Lillehest* (2985 ft.), with the snow-field between them. In clear weather these mountains are reflected in the lake. We then pass several pleasant gaards, and reach —

11 Kil. (pay for 14) *Langeland* (where little is to be had except beer), situated at the S. end of a lake about 4 Kil. in length, the hilly W. bank of which our road traverses, while the road to *Sveen* (p. 167) descends to the left. Our road passes the sæters of *Espeland* and *Hufstad*, at the N. end of the lake, and reaches its highest point (about 1150 ft.), commanding a fine view of the valley of *Førde* and the imposing mountains at the head of

the *Angedal* (to the N.). Only a small triangular portion of the *Førdefjord* is visible. The hilly road next descends past the sæters of *Preste* and *Halbrand*, skirts the *Solheimsheia* on the left, passes the *Halbrandsfos* on the right, and reaches —

11 Kil. *Hafstad i Førde* (*Inn*, well spoken of), situated 1 Engl. M. from the head of the *Førdefjord* (steamers on the fjord, see p. 156). On the opposite side of the *Jølsterelv*, which is here crossed by a large bridge, are the *Telegraph Office* and the *Church*, the latter situated on an ancient moraine. To the N. rises the *Fördenip* (2795 ft.), to the E. the *Viefjeld* (2210 ft.) and the mountains round the *Holsenvand*, and to the S.W. the *Solheimsheia* (1285 ft.). A pleasant walk may be taken along the *Jølsterelv* to the pier on the fjord, of which little is seen from this point. Another may be taken to the ( $\frac{1}{2}$  hr.) *Halbrandsfos*, on the way to *Langeland* (see above).

On leaving *Førde* we obtain a view to the left of the *Angedal*, at the head of which rise the *Sandfjeld* (4100 ft.) and the *Rupefjeldene* (4190 ft.). Our road traverses the well-cultivated valley of the *Jølsterelv*, and passes the *Viefjeld* on the left. Near the gaards of *Bruland*, which lie on an alluvial terrace, the stream forms the pretty *Brulandsfos*. The road then crosses the long *Farsundebro*, at the end of the clear *Movatten*, from which the stream issues, and skirts its N. bank. A fine view is enjoyed here of the *Sanddalsfjeld* to the N.E., the *Halvgjerde* to the E., and the *Aasenfjeld* to the S., while in the distance appear several offshoots of the *Jostedalbræ*. Beyond the *Movatten* we pass on the right the agricultural school (*Landbrugsskole*) of *Mo*. A few minutes farther on is the fine *Huldrefos*, in the midst of park-like scenery. After 20 min. drive through a solitary pine-forest we pass on the right the road to *Holsen* and *Haukedal*, mentioned at p. 180. The cultivation decreases as the road ascends. At the gaard of *Flaatu* we obtain a fine view of the *Jygrafjeld* to the N. and the *Sanddalsfjeld* to the S. of the *Jølstervand*, at the W. end of which lies —

19 Kil. **Nedre Vasenden** (slow station; neither comfortable nor cheap), the 'lower end of the water'. The traveller should here provide himself with provisions, as nothing else can be obtained before *Red*. The journey along the *Jølstervand* by boat is pleasant but rather long. Before continuing this journey travellers should take a walk across the bridge over the *Jølsterlv*, which here forms some fine rapids.

The road now runs along the N. bank of the pretty *\*Jølstervand* (670 ft.), which is about  $1\frac{1}{4}$  Engl. M. in length from E. to W. On the N. side it is bounded by the *Jygrafjeld*, and on the S. by the *Sanddalsfjeld*, the *Klana*, the *Orken*, and the *Sadeleggen*. On the S. side, which is called by the natives the 'Nordside' on account of its facing the N., appear several stretches of the *Jostedalbræ*, and at the head of the *Kjønæs fjord*, which diverges to the S.E., is the blueish-green *Glacier of Lunde*, descending from

the N. Both banks of the lake are studded with gaards, most of them on the 'Solside'. The lake and the stream flowing out of it contain excellent trout. The road skirts the base of the Jygrafjeld and reaches the gaards of *Sviddal*, at the mouth of the *Bergsdal*. It then traverses the fertile *Aalhusbygd*, passing the entrances of the *Nedrebodal* and *Øvrebodal*, skirts the *Bjørsætfjeld* (3310 ft.), and crosses the *Aardalselv*.

15 Kil. *Aardal*, commanding a fine view of the gaards of *Myklebostad*. — A little beyond *Aardal* we pass the new church of *Helgheim*, whence we have an admirable view of the *Kjøsnæs fjord*, with the *Bjerga* (5510 ft.) on the N. and the *Seknesandnipa* (4970 ft.) on the S. At the upper end of the lake is *Øvre Vasenden* or *Skei*. Travellers in the reverse direction who fail in procuring horses here should proceed by boat instead of on foot.

The road now surmounts a small watershed and then leads to the N. through a broad valley, containing the *Føglevand* and the *Skredvand*, the amount of water in which varies considerably. To the E. the *Fosheimfos* descends from the *Bjerga* (see above). The scenery becomes really fine when we reach the *Bolsætervand*, beyond which lie the *Stardal* and several glaciers of the *Jostedalsbræ*.

PEDESTRIANS who are willing to forego a visit to the *Bredheimsvand* may proceed from *Skei* by the good skyds road (no tariff; arrange beforehand) to the E., through the *Stardal*, to *Aamol* (tolerable quarters, attendance meagre), and walk thence (with a guide, arrange terms beforehand) across the *Øldenskar* (6130 ft.) to *Rustøen*, at the end of the *Øldenvand* (p. 194). This expedition, through magnificent scenery, should be undertaken only by practised walkers (1½ hr. to the foot of the *Aamolbræ*, 1½ hr. to its highest point; and about 1½ hr. more for the steep and fatiguing descent).

The beautiful but hilly road now follows the bank of the *Stor-elv* and then skirts the small *Paulsvand*. The *Skjorta* (4090 ft.) is here conspicuous to the W. To the right, shortly before reaching *Førde*, we pass the precipitous *Kupenava*, the valley below which is strewn with huge blocks of rock.

16 Kil. (pay for 19) *Førde i Bredheim*, a poor hamlet, lies near the S. end of the *Bredheimsvand*, or *Breumsvand* (200 ft.; 900 ft. deep), here called the *Førdefjord*, a magnificent lake about 10 Engl. M. in length, enclosed by imposing mountains. Comp. the *Maps*, pp. 106, 168. — The road terminates here, at a lofty old moraine, and we embark in a rowing-boat, in which we skirt the E. bank of the lake. To the left rises the precipitous *Skjorta*, with the *Gumledalsfos*, to the right the dizzy heights of the *Svenskenipa* (4770 ft.). The *Myklandsdal* is next passed on the left, and the *Ordal* on the right. To the N., in the background, rises the *Duneggen* (3650 ft.). Farther on the *Skarstenfjeld* rises to the left. Beyond this point is the *Næsdal*, to the left, with several gaards. Shortly before reaching *Red* we pass the mouth of the *Vuattedalselv*, and see several offshoots of the *Jostedalsbræ* at the head of the *Bredheimsdal*.

12 Kil. *Red* (tolerable quarters), a hamlet picturesquely situated on the E. bank of the Bredheimsvand, near the church of *Bredheim*. The 'landskyds-station' is on the hill to the left, a little beyond the hamlet; the 'baadskyds-station' is close to *Red*, at the foot of the hill.

At the N.W. end of the lake, which is unattractive beyond this point, lies *Vasenden*, whence a road crosses the *Eid* (255 ft.) to *Sandene* on the *Gløppenfjord* (p. 168).

The road to *Utviken* gradually ascends the N. side of the fertile *Bredheimsdal*, passing several pleasant gaards. Beyond *Flotø* a road on the right diverges to the *Bergemsvand*.

*Moldestad*, a group of farms about 500 ft. above the lake, commands a fine view of the valley and the *Jostedalsbræ*. A road to the *Sanddalsvand* here branches off to the E. — Between *Moldestad* and *Utviken* our road crosses a very steep hill, about 2200 ft. in height, and most travellers will prefer walking the greater part of the way (11 Kil.). The pony-carts usually take about 3 hrs. to cross the hill, while a good walker will easily cross it in 2 hrs.; but those who walk should insist on being preceded by the carts and their attendants, who, if left to themselves, are apt to be unconscionably slow. After walking for about  $\frac{3}{4}$  hr. we obtain a striking view of the whole *Bredheimsbygd*, the large valleys to the E. and S., and the *Bredheimsvand*. The most conspicuous mountains are: the *Gjetenyken* (5825 ft.), with its huge glaciers, towering above the *Sanddalsvand* to the E.; the *Vora* and the pointed *Eggenibba* to the S., between the *Sanddalsvand* and the *Bergemsvand*; to the W., the *Raadfjeld*; to the S.W., the *Skarstenfjeld* (see below), overshadowing the *Bredheimsvand*. On reaching the top of the hill we find ourselves in a desolate mountain-plateau (2100ft.), strewn with blocks of rock brought down by the glaciers and with small moorland ponds. The *Skarstenfjeld*, with its sharply defined outline and large 'botn', is now very conspicuous to the S.W. In about 1 hr. we reach the N. margin of the plateau, whence we obtain a beautiful \*View of the *Invikfjord*, and of the *Laudals-tinder*, *Hornindalsrokken* (p. 185), and other mountains to the N. The road now descends rapidly, commanding occasional views of the *Jostedalsbræ*, to ( $\frac{3}{4}$  hr.) —

17 Kil. (pay for 20) *Verlo i Utviken* (\**Loen's Inn*), prettily situated on the *Invikfjord*. Travellers proceeding to the S. should take provisions for the journey to *Nedre-Vasenden*.

A steamboat plies from *Utviken* to *Faleide* once weekly (1885 on Wed. at 5 a. m.) in  $1\frac{1}{2}$  hr. If the steamer does not suit we take a rowing-boat (with 2 men,  $2\frac{1}{4}$  kr.). On starting we see the *Sløvbergfjeld* with several gaards to the left, at the foot of which is the breeding-place of a colony of *Skarvers*, a kind of gull. In a bay to the right lie the church and hamlet of *Indviken*. By *Indviken* opens the wild *Præstedal*, enclosed by the *Skarstenfjeld*

on the N. and the *Størtaugpih* (2270 ft.) on the S. We then skirt the promontory of *Hildehalsen*, and reach —

11 Kil. **Faleide** (\**Tenden's Hotel*, often crowded in summer, English spoken; several good guides here), pleasantly situated on the N. bank of the fjord, and called at once weekly (Wed., p. 183) by the Bergen and Nordfjord steamers. Faleide is a good starting-point for a variety of excursions. Towards the E. the view is bounded by a magnificent background of mountains: to the left the serrated *Aarheimsfjeld* (2020 ft.), to the right of which rise the huge *Skaalan* (6355 ft.) in the distance, and the *Auflemsfjeld* (5050 ft.), somewhat nearer; to the S. is the *Algjelfjeld* (2780 ft.), overtopped by the *Skarstenfjeld* (5060 ft.).

EXCURSIONS FROM FALEIDE: to the N. to *Gaarden Langesøter* (about 820 ft.); to the E., along the bank of the lake, to *Gaarden Svarvestad*, which is fitted up in an old-fashioned style; by boat to *Indviken* and thence on foot to the *Præstedal* (p. 183), or to the *Skarstenfjeld* (see above; ascent in 4-5 hrs.; celebrated view); by boat in 1½ hr. to *Rake* and thence to the top of the *Opheimsfjeld* (see p. 191); or finally to the imposing glacier-valleys of *Olden*, *Stryn*, and *Loen* (R. 22), spending the night at Olden, Visnæs, or Loen, so as to shorten the 10-12 hrs. expeditions.

If the inn at Faleide is full, the traveller may proceed to *Visnæs* (Inn), 6 Kil. farther up, and the last steamboat-station; or he may row across the fjord to (14 Kil.) *Oldøren* (p. 193).

The road FROM FALEIDE to HELLESYLT at first ascends rapidly to a height of 800 ft. above the sea, commanding fine retrospective views of the fjord and the *Skarstenfjeld* (p. 183). It then descends through a somewhat uninteresting wooded district, passing the gaards of *Langesøter*, *Flore*, and *Sindre*, to the *Kjosbunden*, the S.E. arm of the *Hornindalsvand*. In descending we have frequent views of the *Holmefjeld* to the W., the *Gulekop* to the N., etc.

12 Kil. (pay for 17) *Kjos*. The next stage, from *Kjos* to *Grodaas*, maybe performed by water; but although the road is hilly, it is quicker to drive along the banks of the lake.

The **Hornindalsvand** is the geological prolongation of the *Eidsfjord* (p. 168), 185 ft. above the level of the sea and 1500 ft. in depth. From *Vedvik* and *Nord* (p. 168) to *Grodaas* it is 16 Engl. M. in length (steamboat '*Dølen*', thrice weekly in 3½ hrs.). To the N., opposite the mouth of the *Kjosbunden*, opens the *Oterdal*, extending between the *Snetuen* on the left and the *Hornsnakken* on the right.

6 Kil. (pay for 8) **Grodaas** (*L. P. Navelsaker's Inn*, English spoken; *Raftevold's Inn*, both good), charmingly situated at the E. end of the *Hornindalsvand*, near the church of *Hornindal*, which we pass in continuing our journey.

From *Hornindal* a path crosses the *Kviven* (2780 ft.) to (4-5 hrs.) the skyd-station *Kaldrvatn*, whence we may drive towards the E. to (20 Kil.) *Bjerke* on the *Jørundfjord* (p. 175), or to the W. to *Førde* on the *Austefjord*, on which a boat may be taken to (18 Kil.) *Folden* (p. 171).

From *Grodaas* the road ascends the *Hornindal*, passing several pleasant gaards, the *Dønesfos*, and the entrance to the *Hjortdøl*.

Farther up the valley expands and is bounded on both sides by snow-clad mountains. On the right rise the *Gulekop*, the *Seeljesæterhorn* (5490 ft.), and the *Mulsvorhorn*; to the left, the *Brækeg* and *Lilledalseg*. Below the *Seeljesæterhorn* opens the *Knudsdal*.

9 Kil. (pay for 11, but not in the reverse direction) *Indre Hougen*. Travellers on their way to the N. do not usually stop till the next station —

6 Kil. *Kjelstadli* (1390 ft.), another very poor place, while those proceeding towards the S. (from *Hellesylt*) change horses at *Kjelstadli*, in order to avoid stopping at *Hougen*.

From *Kjelstadli* the *\*Hornindalsrokken* (5010 ft.; *Rok*, 'distaff'), an apparently inaccessible pinnacle of rock, commanding a magnificent view of the *Langefeld* to the E. and the *Søndmøre* mountains to the N., may be ascended in 5-6 hrs. (there and back, 10 hrs.). The traveller drives for 2 hrs. up the *Hornindal*, ascends by a path through birch-wood, and finally has a steep climb to the top.

Beyond *Kjelstadli* we enter another grand mountainous region. To the left opens the valley of *Kjelstad*, with the gaard of the same name and several glaciers; to the right the *Rørhusdal*. The road descends to *Tronstad* (1130 ft.), formerly a station, a little to the N. of which, by *Tryggestad*, opens the *Nebbedal* (p. 177). The road descends along the left bank of the *Sundalselv*, the valley of which soon contracts to a profound ravine. To the left opens the *Mulskeddal*. Splendid view of the *Sunelvfjord* and its mountains. The road crosses the stream, passes the church of *Sunelven*, and reaches —

13 Kil. *Hellesylt* (*\*Jørgen Tryggestad's Inn*, R. 1, S. 1<sup>1</sup>/<sub>4</sub> kr.; the landlord speaks English), with the church of *Sunelven*, grandly situated at the head of the *Sunelvfjord*, an arm of the *Storfjord*. Avalanches (*Snaskred*) often fall here in winter. *Jørgen Tryggestad* is the tenant of the *Helsetvand*, 3<sup>1</sup>/<sub>2</sub> Engl. M. distant, which affords good fishing. — *Comp. the map p. 168.*

From *Hellesylt* a pleasant Excursion of 14 hrs. (there and back) may be made to the *Nebbedal* and the *Norangsfford* (p. 175). We drive to *Fibelstad-Hougen* (p. 177) in 1<sup>3</sup>/<sub>4</sub> hr. and walk or ride thence to *Øie* (p. 175) in 2-3<sup>1</sup>/<sub>2</sub> hrs. From *Øie* we row as far as the *Jørundfjord* and then return (2<sup>1</sup>/<sub>2</sub>-3 hrs.).

A steamboat plies from *Hellesylt* once weekly to *Mæraak* (Tues. evening), and twice weekly to *Sjeholt* and *Aalesund* (Wed. and Sat. morning). If the steamer does not suit, the traveller should row from *Hellesylt* to *Mæraak*, about 12 Engl. M. (in 3-4 hrs.).

About 3 Kil. to the N. of *Hellesylt*, on the E. side of the *Sunclvfjord*, diverges the *\*\*Geiranger Fjord*, abounding in beautiful waterfalls, which, however, are apt to dwindle in hot summers. At the entrance to it are the *Nokkenebfjeld* (*Neb*, 'beak'), on the right, and *Guarden Madvik* on the left. In winter when the avalanches descend from the *Stabbefonn*, above the *Nokkeneb*, the windows at *Madvik* are frequently broken by the concussion. On the right, farther up the fjord, rises *Lysurnabbet*, and on the left is the *Langflaafjeld*, both upwards of 4000 ft. in height. We next ob-

serve the isolated *Girauthorn*, beyond which the fjord contracts. On the N. (left) side, near *Gaarden Knivsflaa*, are the *Knivsflaafossene* or '*Seven Sister Waterfalls*', of which only four are now visible, formed by the *Knivselv*, and falling over a perpendicular cliff into the fjord. On the S. bank lies *Gaarden Skaggeflaa*, in an apparently inaccessible site, about 1600 ft. above the fjord, and reached by a precipitous and dizzy path. Near the gaard is the *Skaggeflaafos* or *Gjeitfos*. In the vicinity is a deep ravine with the *Jutulbro* ('giant bridge'). On both sides of the fjord are seen numerous small waterfalls, some of which descend in the form of spray or mist, betraying their existence only by the disturbed state of the water into which they fall. Others descend from overhanging cliffs in a veil-like form, and are best seen from one side. In cloudy weather, when the tops of the mountains are shrouded in vapour, the waterfalls seem to fall directly from the clouds. Shortly before reaching Mæraak we pass several curious rocks, assuming the shapes of grotesque profiles. To the left are the veil-like *Aafjeldfos* and the gaard of *Grande* (see below). Fine view of the mountain-background towards the E. At the head of the fjord, about 12½ Engl. M. from Hellesylt, lies —

**Mæraak** or *Merok* (\**Martin Merok's Inn*, moderate), picturesquely situated. Mæraak commands a view of a very small part of the fjord only, but the *Storøira*, 5 min. higher, enjoys a beautiful and extensive prospect. An interesting excursion may be taken hence to the *Storsæterfos* (2000 ft. above the sea-level, about 3 hrs. there and back, a stiff climb; guide 1-2 kr.).

In the background, behind Mæraak, rises the *Holenæbba*, the base of which is passed by the path to *Grjollid* (p. 165) and *Skeaker* (p. 163) in the Gudbrandsdal. A fine new road is being made. This magnificent route should if possible be visited from Mæraak (on foot or on horseback) as far as the 'Fjeldstue' or refuge-hut on the *Stavbrækkene* (10-12 hrs. there and back).

*Grande*, a gaard on the N. bank of the fjord, about 3 Kil. from Mæraak, is the starting-point of an exceedingly grand mountain route to *Ytredal* (20 Kil.). The path ascends very steeply for 2 hrs., commanding a survey of the *Holenæbba Fjeld* and part of the *Geirangerfjord*, and then crosses the broad moor-covered plateau to (1 hr.) *Eide*, from which a carriage-road descends past the clear lake through a beautiful valley to the *Norddalsfjord* (carriage in about 3 hrs. to *Ytredal*, 2 kr.). From *Ytredal* to *Sylte* (see below) a row of 1¼ hr. — Excursions may also be made to *Hellesylt* (p. 185), *Sjøholt* (p. 188), and the *Tafjord* (p. 187).

The steamer returns from Mæraak to the *Sunelvfjord*, which is bounded on the W. by the *Aakernæsfjeld*, and on the E. by the *Nonsfjeld* and the *Snuhorn*. On the W. bank, opposite the entrance to the *Geirangerfjord*, lies *Ljøen*, whence an old post-road ascends the *Ljøenbækker* (2600 ft.) in zigzags. On the E. bank are several gaards. Farther on the steamer again turns to the E. into the *Norddalsfjord*, an arm of the *Storfjord*, where it passes *St. Olaf's Snushorn*, a grotesquely-shaped cliff, and touches at *Ytredal*, *Relling*, with the *Norddalskirke*, and *Sylte* (*Gunnar Grøningsæter's Inn*), on the N. bank. A curious vein of light quartz

here is called *St. Olaf's Slange* or *Sylltormon*. To the E. rises the lofty *Egguraxten*. — From this point onwards the route may be traced on the *Map* at p. 194.

FROM SYLTE TO VEHLUNGSNÆS. This interesting route usually takes 1½ day, but may be accomplished in 1 day if the traveller drive to Langdal. The road at first ascends the old moraine of *Langbrekken*. At the top of the hill is a cross in memory of St. Olaf, who in 1028 fled from Sylte to Lesje in the Gudbrandsdal. The road then ascends the *Valdal*, passing several pleasant gaards, which are much in vogue as summer-quarters among the citizens of Aalesund. At *Rem*, the first large gaard, carriages and horses may be obtained. Beyond *Rem* we cross the wide stony tract of *Skjærsurden* and pass (5 hrs. drive from Sylte) the gaard of *Grøning* on the right. One hour farther on lies (24 Kil.) *Gaarden Langdal*, where good entertainment and also, if desired, quarters for the night are obtainable. The road then ascends past the uppermost sæters of the *Valdal* to the top of the *Stegafjeld* pass, where a magnificent survey is unfolded of the *Romsdalshorn*, the *Vangetinder*, *Kongen*, and *Dronningen*, with the fjord in the distance to the North. Beyond this point a footpath, indicated by 'Varder' (guide necessary; engage beforehand) crosses the fjeld, skirting several small lakes and sometimes over snow. It then turns towards the *Isterdal* on the right, descends the *Stegane* in innumerable windings and passes the *Isterfos*, several hundred feet high, commanding a fine view of the *Isterdalsfjeld* to the left and the W. side of the *Trolltinder* (p. 127) to the right. In about 6 hrs. from Langdal we reach the *Soggesæter*, where milk and bread may be obtained. To *Veblungsnæs* 2 hrs. more (see p. 127).

A visit may also be paid from Sylte to the imposing \**Tafjord*, the easternmost bay of the *Norddalsfjord*, whence paths rarely frequented lead to *Grjollid* (p. 165) and to *Stuefjoten* (p. 125). The *Tafjord*, though inferior to the *Geiranger*, also boasts of very grand scenery. After leaving Sylte we observe the solitary farm of *Kaste* on the hill to the right. On the left is a fine waterfall; and on the same side, farther on, is the *Muldalsfos*, descending from the inhabited *Muldal*. The steamer steers through a strait into a kind of amphitheatre. A waterfall on the right rebounds from a projecting rock, which divides it into two parts. In the background is the village of *Tafford*, on the hill above which, to the right, are iron-mines belonging to an English company. Lofty snow-mountains peer over the banks of the fjord in every direction.

The steamer now continues its western course, and touches at 'Bygden' *Linge*, with its picturesque gaards, and at the *Liabygd*. A fine view is obtained as far as *Hellesylt* to the S., and the mountains of the *Geiranger Fjord* become particularly conspicuous. The steamer then crosses to *Stranden* or *Langlo-Stranden* (see also p. 176), with the church of *Slyngstad*, on the S. bank. The scenery here presents a pleasing combination of softness and grandeur. In the background rises the *Hemdalshorn*.

The fjord now assumes the name of *Slyngsfjord*. The steamer steers round the projecting *Stordalsnæs* or *Holmen*, and touches at the gaards of *Hove* and *Vinje*, at the entrance to the picturesque *Stordal*. To the S.W. rises the lofty, snow-clad *Storeggen*. Our course now continues to the N., passing on the left the huge *Ramstadhorn*, the *Sjøvikshorne*, and the *Grebstadhorn*. On the N. bank lie the gaards of *Vagsvik*, *Vestre*, and *Amdam*. On the S. bank are *Ramstad*, whence a carriage-road leads to (11 Kil.) *Aure* (p. 188), and the steamboat-station of *Sjøvik*. The steamer then rounds the *Gausnæs*, and enters a bay, at the end of which lies—

**Sjæholt** (*Sjæholt Hotel*), charmingly situated amid luxuriant vegetation at the S.E. base of the *Lifjeld*. To the N.E. rises the *Snauffjeld*, and to the S. the snow-capped *Storhorn*. On the opposite bank of the stream which here enters the fjord is the church of *Ørskog*.

**WALKS.** Towards the W. to the ( $\frac{1}{2}$  hr.) '*Laksvarpe*' (called '*Gilge*' in the Sogn district), or apparatus for catching salmon, with white boards to attract the fish. — To the *Ørskogdal*, which contains a pretty waterfall. — To reach the top of the *Lifjeld* we ascend the *Solnærdal* for 1 hr., and then climb to the left for  $\frac{1}{2}$  hr. The S. slope of the *Lifjeld* is called *Apalsætfjeld*, where there is a deserted iron-mine, from which a tramway descends to the fjord.

FROM SJÆHOLT TO AALESUND (38 Kil. or 24 Engl. M.), we may proceed either by the road viâ (13 Kil.) *Flaate* and (13 Kil.) *Rødsæt*, or by the steamboat. The latter, which plies several times a week and takes 4 hrs. to the voyage, first touches at *Langskibssø*, on the N. bank of the fjord, which is here called the *Nordfjord* (not to be confounded with the *Nordfjord* mentioned at p. 168). The next station is *Aure* in *Sykelven*, charmingly situated on a S. bay of the fjord in the midst of imposing scenery (comp. p. 176), and often crowded in summer with visitors from Aalesund (from Aure to Skylstad-Øie, see p. 176). In the background rises the pointed *Strømshorn* (3240 ft.). We next pass, on the left, *Tusvik*, which also affords accommodation to summer visitors. Passing the *Jørundfjord* (p. 175) on the left, the steamer steers to the N.W., between the *Sulø* on the left and the *Oksenø* on the right, and soon reaches the beautifully situated town of *Aalesund* (p. 171).

FROM SJÆHOLT TO MOLDE. The road at first gradually ascends through the pretty *Ørskogdal* to a moorland plateau, in which lies a small lake. The traveller will here notice numerous '*Loer*', or small huts for containing the hay; the long poles are for marking the way in winter. We then cross the boundary between the *Bergens-Stift* and the *Thronhjems-Stift*, and descend into the *Skorgednl*.

15 Kil. *Ellingsgaard* (575 ft.; no accommodation). The scenery now becomes more attractive. To the right rise the *Sprovsfjeld* and the *Jægerhorn*; to the left the *Skortind*. The road now skirts the W. bank of the beautiful *Tresfjord*, passing several gaards, crosses the mouth of the narrow *Misfjord*, and reaches —

11 Kil. **Vestnæs** (\**Inn*), a scattered village with a church, beautifully situated near the *Moldefjord*. Steamboats six times weekly to Molde and four times weekly to *Veblungsnæs* (p. 127). If the steamer does not suit, we cross the fjord by boat in  $2\frac{1}{2}$ -3 hrs. to (12 Kil.) —

*Molde*, see p. 195.

## 22. The Valleys of Stryn, Loen, and Olden.

*Comp. the map, p. 168.*

As the steamer ('Nordfjord') visits the Nordfjord only once a week, comparatively few travellers can avail themselves of it. Leaving *Bergen* on Mon. at midnight, it reaches *Flørøen* (p. 167) on Tues. at noon, *Utviken* on Wed. at 5 a.m., *Faleide* at 6½, *Visnæs* at 7, *Olden* or *Oldøren* (p. 193) at 8, and *Loen* (p. 191) at 8½, the same morning. It starts on the return voyage at once, reaching *Faleide* at 11½ a.m., *Utvik* at 1 p.m., *Flørø* at 8½ on Thurs. morning, and *Bergen* at 9 in the evening.

*Faleide* (p. 184) is the best head-quarters for visiting the grand and picturesque valleys of Stryn, Loen, and Olden; but fair accommodation may be obtained at *Oldøren* or *Visnæs*, and unpretending quarters in *Loen*. Each of the three excursions requires 10-12 hrs. from *Faleide*; but travellers may avoid the long row across the lake, by spending the nights successively in *Oldøren*, *Visnæs*, and *Loen*. To cross the fjord two men and a good-sized boat are necessary. The 'Rorskarle', who receive 6 kr. each for a single excursion and 5 kr. per diem extra if a night is spent on the way, act as guides; but in the actual glacier-climbing they are of comparatively little service. They provide their own food; the traveller must also take with him his own provisions from *Faleide*, *Visnæs*, or *Oldøren*, as in the valleys generally only milk and bread can be obtained.

The entrance of the *Nordfjord* from the W., see p. 168. — From the E. end of the *Invikfjord*, the innermost branch of the Nordfjord, the three valleys *Stryndal*, *Loendal*, and *Oldendal* extend into the heart of the Norwegian Fjeld, and to the *Jostedalstræ* (p. 103). The greater part of the floor of each of these valleys is occupied by a lake, 7-10 Engl. M. in length, formed by an ancient moraine-formation, which separates it from the fjord and is called the *Eid*. At the upper end of the valleys the glaciers, extending from the higher snow-fields of the *Jostedalstræ*, descend so far that from the middle of the lake they seem actually to reach its banks. All three lakes, but especially those in the *Oldendal* and *Loendal*, are enclosed by rocky walls 4-5000 ft. high, over which rise mountain-peaks to the height of 6500 ft. On all sides hang huge glaciers, some ending abruptly in precipitous walls of rock, over the brink of which are precipitated large masses of ice detached from the main body. This phenomenon is known as the 'calving' of the glaciers. From the numerous fissures in the rocky wall glacier-streams fall into the lakes, tingeing with a milky hue the green waters below. At the mouths of many of these streams are situated gaards or sæters, occupied only at night, the owners coming by boat in the evening to milk their cattle, and returning in the morning to their farms. Higher up the valley, however, the sæters are often permanently inhabited. The people are still very primitive and somewhat dirty. Their salutation on meeting a passer-by is *Godt Mot* (*Møde*); to each other when working, *Signe Arbeidet* (*Gud vel signe Arbeidet*). When the traveller finds a gaard with no one within, he lights a fire for himself, takes what milk and bread he requires, and leaves a remuneration on the window-sill.

I. EXCURSION TO THE STRYNDAL: to the end of the *Strynsvand* 6 hrs., to the *Gredungsbræ* 8 hrs.

Starting from Faleide in a rowing-boat we pass the gaards of *Berg* and *Lunde*, enjoying a view, to the right, of the *Aarheimsfjeld* and of the *Grytefjeld*, farther to the N. To the right is *Vismæs* (p. 168; good quarters at *Fru Mugaas's*); to the left, the large gaard of *Vik*, belonging to the Lendsmand. After a journey of  $1\frac{1}{2}$  hr. we leave the boat (retaining the rowers) at the skydstation of —

*Toning* (Inn), whence a picturesque road leads along the N. bank of the *Strynelv*, past *Ytre Eide*, the church of *Nedstryn*, and the gaards of *Gjørven* and *Øvre Eide*, to the *Strynsvand* (80 ft.). This lake, which is about 10 Engl. M. in length, is at first narrow, but afterwards, at *Lindvik*, expands into a beautiful sheet of water. We obtain a boat here (40 ø.), which is manned by the rowers brought from Faleide, and proceed to traverse the lake. We first pass, on the left, the gaards of *Tenden*, *Sunde*, and *Eikenæs*, and on the right, those of *Ytre* and *Indre Lunde*. We then skirt a projecting headland, and observe the gaards of *Dispen*, *Meland*, and *Bergstad*. When we reach the broader part of the *Strynsvand* we see to the N. the *Marshydna* (5440 ft.), farther on, the *Flofjeld* (5140 ft.), with the *Rindalshorn* (5950 ft.) behind it, and the high-lying gaards of *Flo* (770 ft.) in front. To the right are the gaards of *Holmerik*, *Ørenæs*, and *Tunold*, and higher up those of *Brække* and *Aaning*, above which towers the *Brækkefjeld*. From this point we proceed in a S.E. direction to the *Church of Opstryn*, above which, to the S.W., appears the *Fosnæsbræ*, descending from the *Skaalan* (see below). On the other side we have a view of the *Glomsdal* and *Videdal*, with the *Glomnæseggen* and the *Midtsælshydna* rising between them. At the mouth of the *Videdal* lies *Hjelle*.

Travellers who wish to visit Grjøtliid or Mork in the Gudbrandsdal. land on the E. bank near *Hjelle*, whence the road to Grjøtliid (p. 165) leads through the *Videdal*. The road to Mork (p. 163) diverges to the right, near the gaard of *Grov*, and leads through the *Sundal* and across the *Kamphamrene*.

To the right appear the gaards of *Fosnæs* and *Dorreflot*, and then the entrance to the sombre *Erdal*, at the upper end of which the *Gredungsbræ* is visible. In front, to the right, is the *Tindelfjeldsbræ* with the *Tavsehydna*, and to the left, the *Ryghydna* (5325 ft.) and the *Sæterfjeld* (6200 ft.), the whole forming a most imposing picture of mountain and glacier scenery.

After a row of 3 hrs. we land (6 hrs. from Faleide) at the gaard of *Mørk* or *Grønfur*, cross the *Erdøla* to the gaard of *Erdal*, and ascend the \**Erdal*, viâ *Berge* and *Tjælhaug*, to *Gaarden Gredung* (30-40 min.; tolerable quarters). Proceeding thence, with a view of the glacier that stretches down between the *Strynskaupe* on the left and the *Skaulfjeld* on the right, we arrive in  $2-2\frac{1}{2}$  hrs. at the loftily-situated *Gredungssæter*, at the foot of the fissured \**Gredungsbræ* (2330 ft.), past which leads the route to the *Jostedal* (see p. 106).

An excursion from the Gredungssæter over the Jostedalsbræ to the *Lodalskaupe* (p. 106), and thence into the *Bedal* (p. 192) takes 8-10 hrs., and should not be attempted without an experienced guide (to be obtained at Gredung). By this expedition the traveller avoids the necessity of returning to Toning, and can go directly to Loen through the Loendal.

II. EXCURSION TO THE LOENDAL: to *Loen* from Faleide 2 hrs., from Oldøren 1 hr.; on foot to *Vasenden*  $\frac{3}{4}$  hr.; to the upper end of the *Loenvand*, by rowing-boat, 2 hrs.; thence on foot to within sight of the *Kjendalsbræ*  $\frac{1}{2}$ - $\frac{3}{4}$  hr., to the glacier itself  $\frac{1}{2}$ - $\frac{3}{4}$  hr. more. The Loendal, as the finest, should be kept to the last.

The passage from FALEIDE (p. 184) to Loen is very picturesque. To the E. rise the *Skaalan* (6360 ft.) with its glacier-filled 'Schaale' opening to the N.W., the *Sandenibben*, and the *Auflemsfjeld* (see below), behind which, as we proceed, the *Melheimsnibben* comes also into view. On the S. bank are the gaards of *Aarholm*, *Algjel* (high up, with a waterfall and saw-mill), *Vanberg*, *Heggstad*, *Gillesdal*, and *Skarsten*, the last giving its name to the *Skarstenfjeld* (5060 ft.). On the N. side rise the *Aarheimsfjeld* (p. 184) and the *Opheimsfjeld*; the latter may be ascended from *Rake* in 2 hrs., and commands a magnificent view. A still more extensive prospect is obtained from the top of the *Lofjeld* ( $\frac{1}{2}$  hr. to the E.). To the S. we now gain an uninterrupted view of the Oldendal (p. 193). Travellers land at the 'Nøst' (boat-houses), about 10 min. walk from the village. — From OLDØREN (p. 193) also Loen can be reached by water only.

*Loen* (where, if necessary, lodging can be obtained in the house of the 'Bondemand', *Johannes Loen*, or in that of *Anders Markusson Loen*), with a little church belonging to Stryn, lies at the entrance to the \**Loendal*, which is watered by a clear little stream and is bounded on the N. by the *Lofjeld*, and on the S. by the *Auflemsfjeld* (5050 ft.). A carriage-road, affording beautiful views of the snow-covered *Bødalsfjeld*, and farther on of the *Kronebræ* and the *Kjendalskrona*, ascends from Loen through a park-like landscape, passes the mouth of the *Fosdal* and the *Haugfos*, a 'horse-shoe' waterfall formed by the *Loendalselv*, and brings us in 35 min. to the hamlet of *Vasenden*. Fine view from the bridge to the right.

We now reach the \*\**Loenvand*, a mountain lake of the most imposing description, about  $7\frac{1}{2}$  Engl. M. long. A boat is obtained here (40 ø.), the rowers for which must be brought from Faleide (comp. p. 189). Soon after starting we enjoy an uninterrupted view over the whole lake. On the left, above the gaard of *Sande*, rises the *Sandenibben* (5430 ft.), on the right are the *Auflemsfjeld* and the *Melheimsnibben* (5425 ft.). From all the mountains, but especially from the *Ravnefjeld* (6560 ft.) on the right, large glaciers descend, all, however, ending at a considerable altitude. At the *Brengsnæssæter*, to the left, a waterfall descends from the *Skubbræ*; farther on, on the same side, are the gaards of *Helle-*

*sæter*. On the opposite side of the lake is a huge glacier, the *Hellesæterbræ*, terminating abruptly at a height of 3900 ft., from which there roll down during the warm weather almost constant avalanches of ice. These fall first over a sheer precipice of 1000 ft. and then flow onward in a partially covered stream, finally spreading themselves out in a fan-shaped form, and almost reaching the verge of the lake. At the time when there are no avalanches about 10 waterfalls pour over the precipice.

On the left are the gaard of *Hogrending* and a waterfall descending from the *Osterdalsbræ*. The right bank is uninhabited. On the left rises the *Krærnhusfjeld* (5700 ft.), with the gaard of *Rædi* at its foot. To the right is the precipice of the serrated *Ravnefjeld*, the base of which we now skirt towards the S. On the left we have a view of the *Bødal*, with *Guarden Bødal*, and in the background the *Skaalfjeld* with the *Skaalbræ*.

From the gaard of *Bødal* we may visit the *Bødalssæter* and the adjacent *Bødalsbræ* (*Sæterbræ*,  $1\frac{1}{2}$  hrs.) or, spending the night on the *sæter*, we may ascend the *Lodalskaupe* (8850 ft.; p. 106) in 8-10 hrs. The traveller must, however, secure his guide beforehand in *Bødal*, as on the *sæters* generally girls only are to be found.

The lake now contracts to the dimensions of a 'Sund'. In front towers the huge *\*Nonsnibba*, rising sheer to a height of over 6000 ft. To the right opens the *Krandal* or *Næsdal*, with its glacier, adjoining which is the *\*Utigurdsfos*, a waterfall 2000 ft. high, descending from the glaciers of the *Ravnefjeld*. Passing through a bend of the lake, we find ourselves in the centre of the magnificent *\*\*Amphitheatre of Næsdal*, bounded by the *Ravnefjeld* on the W., the *Nonsnibba* on the S., and the *Bødalsfjeld* on the E. Between the two latter we see the *Kronebræ* and the *Kjendalskrone* (6000 ft.). The grandeur of the scenery here is elsewhere unequalled in S. Norway. On the alluvial land at the mouth of the *Kvandalselv*, the outflow of the *Kvandalsbræ*, lie the turf-roofed gaards of *Næsdal*. We land at the mouth of the stream after a row of about 2 hours.

At the end of the lake the valley continues in the same direction for about  $\frac{1}{2}$  hr., then bends to the right, so as to command an unimpeded view of the *\*Kjendalsbræ*, on which a waterfall descends to the right. From this point we may either return, or, following the path which crosses the river twice, push on to the glacier in 1 hour more. The glacier is receding. From the highest moraine we obtain a good view of the deep-blue ice-cavern at its extremity. Those who penetrate thus far may cross the glacier (but not without trouble) to the *\*Waterfall*, which descends from a height of 650 ft. and is scarcely inferior in size to the *Vøringsfos*.

FROM NÆSDAL ACROSS THE JOSTEDALSREI TO THE JOSTEDAL. This fatiguing expedition (with *Jacob* and *Simon Næsdal* as guides; about 25 kr.; a compass and provisions should be taken) requires about 15 hrs. The road leads from *Næsdal* to the ( $1\frac{3}{4}$  hr.) *Krandalsæter*, where the night should be spent, so that the whole of the next day may be devoted to the main expedition. The most fatiguing part is the ensuing

ascent of about  $2\frac{1}{2}$  hrs. over rocks to the glacier, which we cross in about  $5\frac{1}{2}$  hrs. more (highest point 6685 ft.). We descend along the *Twarbræ* to the (3 hrs.) *Bergsætre*, at the upper end of the *Krondal* (p. 105), and  $2\text{--}2\frac{1}{2}$  hrs. above the church of *Jostedal* (p. 105).

III. EXCURSION TO THE OLDENDAL: to *Oldøren* 2 hrs., to the *Oldenvand* 1 hr., to *Rustøen* 2 hrs., to the *Brigsdal Glacier*  $2\text{--}2\frac{1}{2}$  hrs.

The row from *Faleide* (p. 184) to (14 Kil.) *Oldøren* takes 2 hrs., from (11 Kil.) *Visnæs* (p. 190)  $1\frac{3}{4}$  hr. Beyond *Gillesdal* we obtain a full view to the S. of the Oldendal, as far up as the pass of *Sunde*. To the right rises the *Cecilienkrona* (see below), to the left the *Ravnefjeldsbræ*.

**Oldøren** or *Olden* (*Inn*, unpretending but good, excellent headquarters for excursions in the neighbourhood) lies at the mouth of the beautiful *Oldendal*. As this is not a skyds-station it is unlikely that the traveller can obtain a 'stolkjærre' here, but he may order one to await him at *Eide* on his return (in about 8 hrs.; fare  $1\frac{1}{2}$  kr.).

The picturesque walk from *Oldøren* to (4 Kil.) *Eide* can be easily accomplished in 1 hr. After 20 min. we cross the milky stream, which here forms the *Løkenfos*. We then proceed to the W., skirting the *Floenvand*, on the E. bank of which lies the ruined gaard of *Ophæim*, destroyed by an inundation (*Flom*) in 1879. In  $\frac{1}{2}$  hr. we reach —

*Eide*, at the N. end of the \**Oldenvand*, a lake 7 Engl. M. in length and barely  $\frac{3}{4}$  M. in breadth, which stretches hence towards the S. and is enclosed by lofty walls of rock. A rough bridle-path on the W. bank may be used if no boat can be procured.

The first half of the passage is less interesting than the second. To the left lies the gaard of *Sandnæs*, to the right an ancient moraine with the gaard of *Bennæs*, above which rises the *Bennæs-Klaaven*. Waterfalls plunge headlong from the rocks on every side. To the right towers the huge *Store Cecilienkrona* (5825 ft.), the steep sides of which give no foothold to gaard or sæter. To the left, by the side of mountain-torrents, lie the gaards of *Haukjem*, *Strand*, and *Gjerde*. To the S. the lake appears walled in by the *Synsnibben*, but as we approach *Sunde*, we obtain a view, through an opening to the right, of the *Grytereidsnibben* (5620 ft.) and the *Yrinib*, with their glaciers. — The strait of \**Sunde*, through which we next pass, has been formed by the deposits brought down on the left by two streams descending from the *Gjerdeaxlen* (6420 ft.) and the *Neslenibben* (4860 ft.). On the same bank are the gaards of *Sunde*. On the right another stream, formed by the outflow of the glacier of the *Cecilienkrona*, enters the lake near the gaard *Flaaten*. The current in the narrow *Sunde* is rather strong. The reflection (*Skyggebillede*) of the glaciers and waterfalls in the greenish-milky water produces a very curious effect. — On rounding the sombre

steeps of the Synsnib, we obtain a magnificent \*\*View of the S. half of the lake, which here expands to its former dimensions. The *Mælkevoldbræ*, a huge and imposing glacier, is seen descending from the head of the Oldendal to the lake, a distance of 6 Engl. M. To the right towers the majestic Yrinib, from which several waterfalls are precipitated, while at its base lie the gaards of *Bak-Yri* and *Indre-Yri*. At the end of the lake is the *Rustøfjeld*, with a large waterfall, descending in two leaps. Other cascades fall from the *Kvamfjeld*, to the left.

After a row of 2 hrs. we land at *Rustøen*, where a bed, bread, and milk may be obtained. The gaard lies on the alluvial land formed by the deposits of innumerable glacier streams. Our route gradually ascends across this low-lying and at places marshy tract to *Hojalm*, and then traverses an old moraine to ( $\frac{1}{2}$  hr.) *Mælkevold*, whence a path leads to the S.W. through the *Oldenskar* to the *Stardal* (guide, *Christen Rustøen*; see p. 182). Opposite *Mælkevold* are the *Augsburgribba* and the glacier and gaards of *Aabrekke*, in the *Brændsdal*. At the last gaard we again descend to the left into the valley, passing a mill (*kværnhus*) on the right. The path then leads to the left along the stream, in the direction of the \**Mælkevoldbræ*, in which there is a large ice-cavern. After 20 min. we cross a marshy piece of ground, beyond which we thread our way among large boulders, and in 20 min. more we cross the stream and ascend to the E. through the *Brigsdal* to (10 min.) —

*Gaarden Brigsdal* (490 ft.), where milk can be procured. On the opposite side of the main valley is the \**Nonsfos*, a pretty double fall. Comp. the *Map* at p. 106.

We now ascend on the right bank of the *Brigsdalselv* to the ( $\frac{1}{2}$  hr.) *Waterfall* of that stream. The ascent is easy at first, but soon becomes very steep, and at places demands actual climbing. Beyond the fall we ascend over ice-worn rocks to a new zone of the valley, where we suddenly obtain a beautiful view of the \**Brigsdalsbræ*, the blue ice masses of which tower above forests of birch and alder. Our route now leads through the trees, and in 20 min. brings us to the foot of the glacier (1000 ft.), which descends from the *Jostedalbræ* on the E. On every side are strewn huge blocks of ice, which have become detached from the glacier. Another glacier, from which waterfalls and occasionally ice-boulders also descend, is seen to the S., high up.

The following fatiguing and difficult expedition, affording a fine survey of the majestic beauties of the *Jostedalbræ*, is occasionally made from this point. Ascending the *Brigsdalbræ* we skirt the rocky hill at the head of it (5500 ft.), and reach the *Mælkevoldbræ*. We then descend the latter glacier, traversing a disagreeable tract of debris, and finally cross the *Brigsdalselv* to *Gaarden Brigsdal* (see above). This expedition should be attempted only with the aid of *Christen Rustøen*, as the Faleide guides are by no means at home in this region.



# ATLANTIC

## HAV







### 23. Molde and the Moldefjord with its Branches.

Molde, on account of its multifarious steamboat connections, is an excellent starting-point for various interesting tours. A visit to the neighbourhood of the *Moldefjord* and to the *Romsdalsfjord* may be especially recommended. The latter visit should be made from Molde rather than in the reverse direction, as in the former case the landscape increases in impressiveness as we proceed, whereas, if we visit the Romsdal first, the succeeding scenery becomes less grand at every step. Those who intend to return to Molde should go by land and return by steamer.

Steamers leave Molde for *Bergen* and *Thronthjem* 4 times a week; for *Aalesund*, 6 times; for *Vestnæs*, 3-4 times; for *Vebtingsnæs*, 3-4 times; for *Eidsvaag* and *Neste* via *Alfarnes*, twice. For *Bod* they sail generally twice a week; and for the islands of *Harø*, *Sandø* and *Ona* weekly or fortnightly.

**Molde** (*\*Grand Hotel*, opened in 1885, well situated, with a fine view; *\*Alexandra*, formerly *Simonsen's Hotel*, at the W. end of the town, also with view, R. 2-2½ kr., A. 40 ø., B. 1.50, D. 3, S. 1½ kr.; *\*Molde Hotel*, in the main street, near the steamboat anchorage), a clean little town of 1700 inhab., is pleasantly situated on the N. bank of the *Moldefjord*. Although the long islands of *Hjærtø* and *Faarø* afford excellent shelter to the harbour, yet its trade for the most part has been gradually diverted to Aalesund. Being sheltered by hills of considerable height from the N. and W. winds, the vegetation in the neighbourhood is unusually luxuriant. Roses and other flowers are more abundant than in most other parts of Norway, and some of the houses are picturesquely overgrown with honeysuckle. The predominant pine and birch are mingled with horse-chestnuts, limes, ashes, and cherry-trees. The main street of the little town, running parallel with the bank of the fjord, presents a trim and clean appearance. At the back of the town, a little above the main street, is a road skirting the hill-side, and commanding beautiful views. On this road stands the *Church*, with its pretty churchyard. We follow the road to the E. as far as a mill and small waterfall, near which we observe a very large cherry-tree. A branch of this road descends again to the coast-road, which leads to the E. past the prettily situated *Gaard Molde* and along the *Fanestrønd*, as this part of the bank is called, nearly 4 Engl. M. in length, where a number of the merchants of Christiansund possess pleasant villas (see also p. 197).

The road running to the W. from the church, and another diverging from the main street at the house No. 26 and passing through an avenue of birches, both lead to the *Humble-Have* or *Dahls-Have*, a charming private garden, beyond which a path ascends to the (1 hr.) *Varde* on the *\*Moldehei* (1350 ft.; several finger-posts 'til Varden'). On the top are a refuge-hut and a huge weather-vane. The view is one of the most picturesque in Norway. At our feet lies the beautiful fjord, with Molde nestling on its N. bank; on the opposite bank, beyond Vestnæs, rises a long range of picturesquely shaped mountains, partially covered with snow, the

most prominent of which is Lauparen (see below); to the left of these (S.E.), in the distance, rise the Trolltinder (p. 127), Romsdalshorn, and Vengefjeldene in the Romsdal, and still more to the left (E.) the Skjortan in the Eikisdal (p. 200). By walking 10-15 min. farther to the left we also obtain a view of the open sea. (A good panorama is to be had at Olsen's book-shop at Molde, and at Cammermeyer's in Christiania, price 1 $\frac{1}{4}$  kr.) — Those who have not time to ascend the Moldehei should follow the road for 10 min. beyond Humle-Have, turn to the right, and ascend the \**Raknæshaug*, a knoll commanding a charming view similar to that from the Moldehei, though less extensive (from the inns to this point and back 1 $\frac{1}{2}$ -3 $\frac{1}{4}$  hr.). At the foot of this hill lies the leper hospital of *Raknæs*.

To the N.E. of Molde rises \**Stor Tuen* ('great hill'; 3200 ft.), known in Molde as the *Tursten*, another remarkably fine point of view, which should be visited if time permits (2 $\frac{1}{2}$ -3 hrs.; guide advisable). The route ascends on the farther bank of the brook at the E. end of the town, passing a few houses and traversing a partially cleared wood. The barren 'Tue' forms the background of the valley. After 3 $\frac{1}{4}$  hr. the valley divides; we keep to the right, and in 1 $\frac{1}{4}$  hr. more cross a bridge. The path then ascends towards the summit in a straight direction, through pines, birches, juniper-bushes, and ferns, and is marshy at places, but presents no difficulty. The dying and dead pines, with their silver-grey trunks, on the (1 $\frac{1}{4}$  hr.) upper boundary of the wood are very picturesque. Thence to the summit about 20 min. more. The flora here is of an Alpine character. The very extensive view embraces the fjord and the mountains to the N., E., and S., while the boundless Atlantic stretches to the W. — On the mountain are several small lakes or tarns (*Tjærn*) which form the source of the brook by which we have ascended.

#### a. Steamboat Voyage from Molde to Veblungsnæs in the Romsdal.

The Aalesund steamers ('Laurvig', 'Lodden', and 'Robert') leave Molde thrice weekly at 12 or 12.30 p.m., for *Veblungsnæs* and *Næs* (4 hrs.), returning on the following mornings. There are also two local steamers weekly; one leaving *Molde* on Tues. at 4 p.m. and going direct to *Næs*; the other leaving on Sat. at 9 p.m. and calling at *Vestnæs*, *Nordvik*, *Veblungsnæs*, and *Næs*. These leave *Næs* on the return-voyage on Tues. at 7 p.m., and Sat. at 2 p.m. respectively. The excursion from *Veblungsnæs* or *Næs* to Ormeim (p. 126) and back takes an entire day.

The Aalesund steamer and the Saturday local steamer first steer towards the (1 hr.) S. bank of the *Moldefjord*, where, at the entrance of the *Tresfjord*, lies *Vestnæs* (p. 188), whence a road leads to *Sjæholt*, see p. 188. The *Lauparen* (5155 ft.) is here the most conspicuous of the mountains in the background. Passing the verdant *Gjermundsnæs*, we next come to the island of *Sækken*, where the Aalesund steamer stops at *Vestad*. Beyond this point the fjord

takes the name of **\*Romsdalsfjord**. We here enjoy a fine view of the furrowed Vengefjeldene and other mountains of the Romsdal, of the Langfjord with the Skaalan to the N., and of numerous lofty peaks to the S. At the foot of these last is the thickly-peopled *Vaagestrand*, with its high-lying white church.

The steamer then skirts the peninsula on which rises the *Oxen* (2675 ft.), with the Rødvenfjord (p. 198) to the E. Some steamers stop at *Nordrik*, lying with the church of *Eid* on the low neck at the S. end of the peninsula.

To the S. rise the *Troldstolene*, with the *St. Olafs-Stol*, a 'Botn' formed by two hills and supposed to resemble a chair. The steamer then enters the little bay of **Vold**, with an old wooden church and numerous boat-houses (*Næste*). A beautiful mountain background with a couple of glaciers forms the end of the green and richly cultivated valley.

Farther on, the huge mountains on the *Indfjord*, which stretches from *Søvik* towards the S. for about 4 Engl. M., become prominent. They are generally known as the *Isterfjeldene*, and are as yet quite unexplored by the tourist. To the N. is *Thorvik* (p. 198). The magnificent view from this point includes the *Isfjord*, the *Smørbottenfjeld* to the N., and the massive mountains of the Romsdal to the S.; to the left is the *Næsfjeld*, and in the background the peaks of the *Vengefjeldene*, the blunted *Kallskraufjeld* and the *Romsdalshorn* (p. 127). An adequate idea of the immense size of these mountains may be obtained by remembering that most of them are as high above the sea as the Königsspitze or the Ortler above Sulden.

**Veblungsnæs** and **Næs**, on the E. bank of the Rauma, which descends from the Romsdal, see p. 127. To penetrate into the **\*Romsdal** beyond *Orneim* is not recommended, see p. 125.

The eastern arm of the Romsdalsfjord is called the *Isfjord*. In winter it is entirely frozen. At its upper end lies *Sten* and the church of *Hen*, whence we may walk via *Grørdal* to the N. end of the Eikisdalsvand (p. 201).

### b. Land Route from Molde to Veblungsnæs.

44 Kil. ROAD. The stations are all fast with the exception of *Molde* itself, where a carriage should be ordered in good time, and of *Dvergsnæs*, to which 'Forbud' for a carriage should be forwarded. In the reverse direction this is unnecessary, as a boat is always to be had. Those who have visited or who do not care to visit the *Fanestrånd* may go by steamer (p. 200) or rowing-boat from Molde to *Alfarnæs*. Beer is almost the only refreshment to be got on the way.

Immediately to the E. of Molde begins (as already mentioned at p. 195) the **\*Fanestrånd**, a coast-road shaded with birches, ashes, maples, larches, etc., and affording fine views of the fjord and the mountains of the Romsdal in the distance. At *Lerbrovik*, half-way to *Strande*, the Strand, the first part of which is studded with numerous villas and *gaarde*, becomes more lonely. To the

left diverges a road to *Ødegaard* and *Eide* on the *Isingvaag* (33 Kil., with 'skyds'; comp. p. 173). To the right we enjoy an unimpeded view of the island of *Bolsø* with its high-lying church, and of the headland of *Dvergsnæs*.

9 Kil. *Strande*, at the mouth of the *Fanefjord*, along which the road now leads (see p. 199). We, however, proceed by rowing-boat, which we may either take only to the gaards of —

4 Kil. *Dvergsnæs* or *Dversnæs* (Forbud, see above), on the opposite bank of the *Fanefjord* (driving or walking thence to *Sølsnæs*) or for the whole way to *Alfarnæs*.

The road leading to the S. along the coast from *Dvergsnæs* is very hilly ('bakket'), so that we must often alight and walk. We pass the gaard of *Gjednæs*, and cross the brook that descends from the *Skaalan*. The *Vaagsøtergaard*, with a steam-mill, is the property of an Englishman. From an eminence, which the road crosses, we obtain a fine view of the *Trolltinder* (p. 127), while in the foreground is the *Havnevik*, and to the right the *Veø* ('holy island'), with a church. We then descend to a small bay, and ascend the eminence on the S.W. side of the *Langfjord*, to —

9 Kil. *Sølsnæs*. From *Dvergsnæs* to *Sølsnæs* the fare is 1 kr., but from *Sølsnæs* to *Dvergsnæs* (*Sølsnæs* being a fast station) 1 kr. 80 ø. — *Sølsnæs* commands a fine view of the *Langfjord* to the E. and the *Romsdalsfjord* to the S., with the islands of *Veø*, *Sækken* (p. 194), and the peculiarly shaped *Hestholmen*. — We next cross the *Langfjord* in a rowing-boat to —

4 Kil. *Alfarnæs*, a steamboat-station (see p. 200), recalling by its charming situation the scenery on the Lake of Geneva.

The next part of the road, extending to the S. along the shore of the *Rødvenfjord*, is the most beautiful of the whole route. The country is well cultivated. We pass in succession the gaards of *Sundnæs*, *Frøiset*, *Seljenæs*, and *Holmeim*. Opposite we have a view of *Nordviken* and the church of *Eid* (p. 197), and of the *Oxen* (p. 197). In the distance are the *Troldstolene* (p. 197). At the gaard of *Lareim* the road to *Nordvik* turns off to the right, while that to *Thorvik* ascends in a straight direction. Suddenly there bursts upon the traveller a splendid view of the *Oravatten* to the right, of the *Gjersøtvatten*, and of the *Vestnæsfjeld*, with the waterfall of *Skjolen*. To the left of the last rise the massive *Vengefjeldene* (p. 197), to the right the *Trolltinder*, the *Isterfjeldene*, and the mountains on the *Indfjord*. The whole forms an immense amphitheatre, thickly wooded on its lower slopes, and having its centre occupied by the *Gjersøtvatten*, in whose bosom the mighty mountains around are mirrored. Hence to *Thorvik* (see below) in 1 hr. The road next descends along the N. side of the valley, ascends again through a narrow pass, and, skirting the hill of *Klungenæs* on the right, leads through pine-woods to —

14 Kil. *Thorvik* (fare from *Alfarnæs*, 2½ kr.). *Thorvik* lies

at a considerable height above the fjord, but we can drive right down to the beach.

From Thorvik we proceed by boat (one rower generally enough; 53 ø.) to *Veblungsnæs* (4 Kil.) or to *Næs*, 2 Kil. farther (p. 127).

### c. From Molde to the Eikisdal.

Most travellers omit the *Eikisdal*, but the scenery in it is so magnificent, that it is worth while putting up with the small privations which this tour unavoidably entails. To *Næste*, situated at the entrance of the valley, we may go either by the road or by steamer. The steamer leaves Molde every Mon. and Wed. at 7 a.m., reaching *Næste* in 6 hrs. and returning the same day. It depends therefore upon what day is chosen for the trip, whether the journey to or from *Næste* should be performed by land. Three days should be allowed for the excursion, and may be divided as follows, beginning with the land route: — 1st day. To *Eidsvaag*. 2nd day, on foot or by boat to *Næste*, on foot or by carriage to *Overaas*, by boat across the *Eikisdalsvand* to *Reiten-Utigaard*. 3rd day, by boat back to *Overaas*, on foot to *Næste*, and in the afternoon by steamer to Molde.

If the traveller prefers to begin with the steamer, he should proceed on the first day to *Reiten-Utigaard*; spend the second night at *Eidsvaag*; and return on the third day to Molde.

LAND ROUTE FROM MOLDE TO NÆSTE (70 Kil. or 43½ Engl. M.); with the exception of Molde all the stations are fast. — From Molde we drive along the *Fanestrånd* (p. 197) to —

9 Kil. *Strande* (p. 198). The road now skirts the bank of the *Fanefjord*, on whose S. side rises the mighty *Skaalan* (3590 ft.).

13 Kil. *Eide* (good quarters), where the route to Christiansund, described on p. 202, diverges to the N. The vegetation is still luxuriant, and wall-fruit grows in the openair. — The fjord ends at the church of *Kleve*; but the road continues along the N. side of the valley to —

9 Kil. *Istad*. A little beyond this the road forks, the branch to the left leading to Angvik (p. 203), while our road runs to the right, through a monotonous wooded district, called the *Osmark*, with a view of the majestic *Skaalan* on the right.

Crossing the *Storelv*, the road passes on the right the *Osvand* and the gaard of *Gusiaas*, and after traversing a more solitary region skirts the *Sjørsætervand*, with the gaard of the same name, and the *Sætervand*. Thence it descends steeply, commanding a beautiful view of the *Langfjord* and the snow-peaks to the S.

15 Kil. *Tjelde*, on the *Langfjord*, is hardly suitable for night quarters. — The road proceeds towards the E. at a considerable elevation above the *Langfjord*, and afterwards descends, always with a fine view of the mountains to the S., among which the *Skjortan* is conspicuous. We next pass the old wooden church of *Rød* (about to be pulled down) and several substantial-looking gaards.

10 Kil. *Eidsvaag* (\*H. Sverdrup's Hotel), situated at the E. end of the fjord, which is here shallow, and at low water completely covered with sea-weed. A picturesque walk may be taken to the new church, 10 min. to the N.

From Eidsvaag a road leads over the *Tiltreid* to *Eidsøren* on the *Sundalsfjord* (9 Kil.); see p. 206.

Our road continues to skirt the bank of the fjord, and passes the large gaard of *Varpenæs* and the parsonage of (5 Kil. from Eidsvaag) *Næsset*, where the novelist Bjørnson spent part of his youth.

Farther on the road becomes bad and very hilly, at places enjoying pretty views of the *Eirisfjord* on the right, and of the *Skjortan* on the left (see below). At about 3 Kil. from *Næsset* it passes the two gaards of *Bogge* (steamboat-station), 4 Kil. farther *Bredvik*, and then *Strand*, and the *Liasæter*. The stages from *Bredvik* to *Nøste* are best performed by boat (1½ hr.).

14 Kil. *Nøste* (see below).

STEAMBOAT ROUTE FROM MOLDE TO NØSTE (comp. p. 199; steamer 'Molde', no provisions on board). — The steamer steers between the little islands of *Hjærtø* and *Faurø*, and passing the *Bolsø* to the left, enters the *Moldeffjord*. After touching at *Sækkenæs* on the island of *Sækken*, it proceeds past the *Vesø* to the stations of *Sølsnæs* and *Alfurnæs* (p. 198), to which point travellers for *Veblungsnæs* may also use the steamer.

The vessel next enters the *Langfjord* (17 Engl. M. long and about 2 M. broad), on the N. bank of which towers the huge *Skaalan* (p. 199). The S. shore, near which our course lies, is to a large extent well-cultivated, though monotonous. The steamboat-stations are *Midtet* and *Myklebostad*, with the church of *Vistdal*, on a little bay, from which the *Vistdal* stretches into the interior. On the beach there are several boat-houses (*Nøste*); in the background elevated old coast-lines and snow-peaks. The steamer passes the entrance of the *Eirisfjord* (see below) and calls at *Eidsvaag* (p. 199), at the E. end of the fjord.

The steamer now retraces its course for a short distance, rounds the *Næs*, with the parsonage mentioned above, and enters the *Eirisfjord*, which stretches 6 Engl. M. to the S.E. from the end of the *Langfjord*. On the W. is the *Ernæs fjeld*, with the gaard of the same name at its foot. To the E. are the gaards of *Bogge* (steamboat-station, see above), on a steep but fertile slope. In front rises the *Skjortan* (5660 ft.) or *Kvitkua* ('white cow'); and below are the *Strandelvsfos* and the *Drivafos*, a thin thread of water. Farther to the right are the *Koksøren*, the *Meringdalsnabbet*, and the *Tuftind*, with a curious 'Botn' at its summit. To the extreme right is the *Nøstevælen*. After a voyage of 6 hrs. the steamer reaches the terminus —

**Nøste**, or *Eirisfjordsøren*. The slow station for skyds (humble accommodation; five beds) is 3 min. farther to the right. — On the arrival of the steamer, pedestrians should walk ½ hr. farther on to the gaard of *Thorhus*, near the *Sira-Kirke*, where pleasant, but somewhat primitive accommodation is to be had. Or they may go on to *Øveraas* (p. 201).

The fertile and lovely valley, which is generally called *Siradalen* after the above-mentioned church, is watered by the *Eikisdalselv*, and is surrounded by immense mountains. Beyond the church the road divides into two branches, both debouching on the Eikisdalsvand. The one to the right emerges beside the gaard of *Aasen*; the other, crossing to the right bank of the river at *Øveraas*, skirts the imposing height of *Gogsøren* (4325 ft.), which conceals the Skjortan from view. The summit of the ancient moraine separating the Eikisdalsvand from the Siradal, the only break in which is formed by the little stream, commands a fine retrospect. About 1 hr. beyond the church, we reach the gaards of —

8 Kil. (from Nøste) *Øveraas* (tolerable quarters), situated on the S. side of the moraine, at the N. end of the Eikisdalsvand.

The **Eikisdalsvand** (200 ft.) fills a narrow rocky basin about 12 Engl. M. in length. On both sides tower mountains covered with snow and glaciers, from which descend impetuous waterfalls. Even in August the snow-fields stretch down almost to the lake, although the sides of the valley are clothed with pine and other woods, which afford shelter to bears. The produce of the numerous nut-trees is collected at the end of September and beginning of October, and forms the 'Romsdalsnødder' of commerce. The lake is almost always frozen over in winter, but the ice is seldom strong enough to support a man's weight. Avalanches are frequent, and showers of stones also occur. A north wind generally prevails till about 10 or 11 a.m., and the boatmen make use of it by hoisting sails made of woven alder-twigs (*Løvseil*). At other times the lake is generally perfectly still, and reflects in a most remarkable manner the surrounding mountains and waterfalls. There are but few human settlements on its banks, under the threatening masses of rock above. The inhabitants are much more taciturn than those of the rest of Norway, and wear only the darkest clothing.

For the row to Reiten (3-3½ hrs.) two rowers are required (tariff 21 ø. per Kil., or 3 kr. 78 ø. for the whole journey; there and back 7 kr. 56 ø., besides gratuity). At first we see only a small part of the lake, with the precipices of the *Gogsøren* and *Aashammeren* to the left, and the gaard of *Meringdal*, commanded by the *Meringdalsnæbbet* and the *Sjødølen* (564 ft.), to the right.

By and by, however, the mountains recede, and the view over the lake is unimpeded. High on the left is the *Snetind*. To the right the *Nyhoitind* (c. 6200 ft.) is visible above the *Sjødølen*. To the left again the waterfall of *Tongjem*, and the two gaards of *Viken*, with the *Vikesaxlen* above. On the W. side is the *Ævelsbræ*, above which is the imposing peak of the *Jurafjeld*. Above the gaard of *Hoeim*, where good milk may be had, rise the snow-fields of the *Hoeimfjeld*, commanded by the *Hoeimtind* (5640 ft.). Farther to the right is the *Rungautind*, to the left the *Ågottind* (4950 ft.) and the *Bjørktind*.

The \**Maradalsfos* or *Mardelafos* now becomes conspicuous to the right of the Rangaatind, near the head of the lake. This very large and beautiful waterfall is formed by the *Mardøla*, which flows from an upland valley, about 2600 ft. above the sea-level, and falls sheer over an abrupt precipice, 650 ft. high. The mass of water thus precipitated rebounds from the rock below and rises in the air in clouds of spray. It then disappears and re-appears farther down in two arms, which unite to form another huge fall. On the lake, at the bottom of the fall, resides a 'Føderaadsmænd', or peasant proprietor of a small plot of ground. A finer view of the fall is obtained by landing, but the upper fall is inaccessible.

The lake now makes a slight curve to the S.E., and the gaard of *Reiten*, situated at the point where the *Aura-Elv* flows into the lake, comes into view. Above the gaard we see a beautiful veil-like waterfall and the *Bjorauvfjeld*. — From the landing-place we walk to (20 min.) the gaard of —

*Utigaard* (good accommodation), which is a favourite resort of sportsmen in search of reindeer. *Ola* and *Hans Utigaard* are celebrated hunters and guides. A pretty walk up the valley, passing some mills to the left, driven by a small stream that springs from the earth in the immediate vicinity, brings us in 20 min. to the *Eikisdals Chapel*, where the pastor of *Nasset* (p. 200) holds service 4 times in the summer (no service in winter). Following the path we next come to a bridge over the *Aura*, near which is an apparatus for catching salmon.

The road leads farther up the valley, passing numerous pretty gaards, to *Finsset* (12 Kil. from *Reiten*). Another hour (guide desirable, 1/2-1 kr.) brings us to the *Aurestupene* or *Aurstaupa*, the falls formed by the *Aura*, which issues from the *Aursjø*.

From *Øreraas* (p. 201), from *Hoeim* (p. 201), and from *Reiten* (see above) the traveller may walk by fatiguing mountain-paths to *Sten* on the *Isfjord* (p. 197) in 10-12 hrs., and in 1 hr. more to *Nes* in the *Romsdal*. This should be attempted only with a guide, if possible with one of the *Utigaards*, from whom, in any case, information should be obtained.

## 24. Land Routes from Molde to Throndhjem.

225 Kil. (140 Engl. M.). As parts of the sea-route from Molde to Throndhjem are usually a little rough, many travellers will prefer one of the two following routes, which, however, are otherwise unattractive. Most of the skyds-stations are 'slow', and 'Forbud' should always be sent on.

### a. By Battenfjordsøren and Christianssund.

Departure from *Molde* not later than 6 a.m. To *Battenfjordsøren*, 38 Kil. (24 Engl. M.), by carriage; thence in 2 1/4 hrs. to *Christianssund* by steamer, starting on Tues. and Frid. afternoon and Sun. evening.

From *Molde* by (9 Kil.) *Strande* to (13 Kil.) *Eide*, see p. 199. — Our road turns off to the N. at this point, and ascends to —

9 Kil. *Fursæt*, a slow station. Those who have not sent 'Forbud' cannot count upon reaching *Battenfjordsøren* (1 Kil.), and the steamer-station *Strand* (not a skyds-station), at the S. end of the

*Battenfjord*, before midday. They will find it better to make this stage on foot. — The *Battenfjord* is surrounded by mountains, 2500-3000 ft. high. The steamer touches at *Gimnæs* (see p. 173; also a slow skyds-station; good quarters), situated at the entrance to the fjord; then at *Gulseth*, *Stensvig*, and *Christianssund*.

On any other than the three days that have been named, we may drive from *Fursæt* in a carriage to (16 Kil.) *Gimnæs* (see above), whence we take a rowing-boat to (8 Kil.) *Fladsæt*, on the *Fredø*; thence by land across the island to (9 Kil.) *Bolgen i Bremsnæs*, and again by boat to (9 Kil.) *Christianssund*.

**Christianssund**, see p. 172. From here to *Thronthjem* it is best to take the steamer 'Statsraad Riddervold', which performs the journey both ways 3 times a week (12 hrs. each way). Avoiding the open sea, it sails to the S. through the *Vinjeffjord*, passing the large *Tustersø*, *Stabben*, and *Ertraagø*. It touches at the stations of *Laurvig*, *Storøen*, *Magerøen*, *Havnskjel*, *Kongensvold*, *Beian*, *Brækstad* and *Rødberg*.

*Thronthjem*, see p. 213.

From *Christianssund* we may also take the *Surendal* steamer, twice weekly (Tues. and Frid. 8 a.m.), to (7 hrs.) *Surendalsøen*, and thence follow the land route described below.

#### b. By Angvik and Orkedal.

With the exception of the first stage, this route is monotonous, and on the whole little to be recommended. The stations are fast, with the exception of *Heggeim*, *Angvik*, *Koksvik i Thingvold*, and *Bolsæt*, to which 'Forbud' should therefore be sent. The accommodation at almost all the stations is tolerable.

From *Molde* to (31 Kil.) *Istad*, see p. 199. — Then follow the slow stations of (11 Kil.) *Heggeim* and (11 Kil.) *Angvik*, a station of the *Sundal* steamer (p. 173), whence we cross the *Sundalsfjord* by rowing-boat to (6 Kil.) *Koksvik i Thingvold*, also a station of the *Sundal* steamer. At both of these places a steamer calls twice weekly in each direction. We then proceed by carriage to (7 Kil.) *Bolsæt*, and by rowing-boat to (7 Kil.) *Stangvik* (good quarters), a station of the *Surendal* steamer. Then again by carriage to —

15 Kil. *Aasen*, not far from the steamboat-station of *Surendalsøen* and the *Surendal*.

10 Kil. *Haanstad*; 16 Kil. *Aune*; 9 Kil. *Foseide*, near the church of *Rindalen*; 14 Kil. *Garberg*; 19 Kil. *Aarlivold*.

12 Kil. *Bak i Ørkedalen*. [About 8 Kil. to the N. lies *Ørkedalsøen* (p. 207), whence on Mon., Wed., Frid., and Sat. afterwards the steamer 'Orkla' sails for *Thronthjem*.]

19 Kil. *Eli*; 10 Kil. *Saltnæssanden*; 8 Kil. *Heimdal*, a station on the *Christiania* and *Thronthjem* railway (p. 212).

## 25. From Domaas (*Molde or Lillehammer*) to Støren (*Throndhjem*).

154 Kil. (95½ Engl. M.). ROAD, with fast stations, comparatively little used since the opening of the railway described in R. 26. Travellers from *Molde* who combine this route with a visit to the Romsdal usually take four days to reach Throndhjem from *Aak* or *Veblungsnæs* (p. 127), though it is possible to travel more quickly. 1st day, to *Stuefjoten* (p. 125); 2nd day, to *Domaas*; 3rd day, to *Rise* or *Aune*; 4th day, to *Støren*, and in the evening by train to Throndhjem. — Walking is recommended from Domaas to Fogstuen (6 Engl. M.), from Jerkin to Drivstuen (16 M.), and from Austbjerg to Bjerkaker (8 M.).

From *Molde* or *Lillehammer* to *Domaas*, see R. 15. Domaas lies at the S. base of the **Dovrefjeld**, the most famous of the Norwegian mountain ranges, which separates Southern (*Søndenfjelske*) from Northern (*Nordenfjelske*) Norway. As the Norwegian mountains do not form well-defined chains like the Alps, but consist of vast tablelands, intersected here and there by valleys, there are no passes here in the Swiss sense of the word. After reaching the lofty plateau the road runs for many miles without much variation of level, and then descends gradually to the 'nordenfjelske' valleys. A great part of the route traverses lofty, bleak, and treeless solitudes, passing rock-strewn tracts, swamps, gloomy lakes, and dirty masses of snow, and is therefore far from picturesque. The solemn grandeur of the scenery, however, has a peculiar weird attraction of its own, and the pure mountain-air is remarkably bracing and exhilarating. For botanists, zoologists, and sportsmen there are also abundant attractions. Beyond Kongs vold, however, the character of the landscape changes. The road traverses the highly picturesque gorges of the Driva and the Orkla, beyond which the country presents a more smiling aspect and is comparatively well peopled. As Throndhjem is approached the vegetation will strike the traveller as being remarkably rich for so northerly a latitude (nearly the same as that of the S. coast of Iceland).

The road at first ascends very rapidly, traversing moor and swamp, scantily overgrown with stunted pines. Looking back, we obtain an imposing survey of the mountains. To the W. lies the Lesjevand (p. 122), which we passed on the way from the Romsdal to Domaas. In about 1 hr. we reach the plateau. The road then crosses the *Fogsaue*, an affluent of the Glommen. To the left are extensive mountain-plains where the sources of the *Driva* take their rise, the waters of which descend to Sundal. On the *Fogstuhø* we observe three sæters on the right and others to the left. To the N.W. rise the *Hundsjø* and *Skreda-Fjeld*, and beyond them the *Snehætta*, the snow-field and glacier of which in its W. basin ('Botn') are distinctly visible.

10 Kil. (pay for 11) **Fogstuen** (3190 ft.; tolerable station) is one of the four 'Fjeldstuer', or mountain-inns, which were founded by government on the Dovrefjeld for the accommodation of travel-

lers so far back as 1107-10. The landlords still receive an annual subsidy from government, and it is part of their duty to keep the roads open in winter and to forward the mails. The other three 'Fjeldstuer' are Jerkin, Kongsvold, and Drivstuen.

'From my inmost soul I commended the good king *Eystein*, who in 1120 built these four Fjeldstuer on the Dovrefjeld for the benefit of wayfarers crossing the mountain'. (*L. v. Buch*.)

From Fogstuen the old road, now disused, leads across the lofty *Hardbakke* (3750 ft.) direct to Toftemoen in the Gudbrandsdal (p. 122). — *L. v. Buch*, who traversed this route at the end of April (i.e. in winter) writes: 'The lofty pyramid of the *Snehætta* then came in sight in the midst of the fog, several miles to the north. So rises Mont Blanc, when seen from the Brevent, from its mantle of ice. It is not a mere mountain, but a mountain on a mountain. A great and sublime apparition commanding the whole of this solitude'.

The road from Fogstuen to Jerkin is nearly level the greater part of the way, and the scenery is monotonous. We pass several lakes (*Nysæter Lake*, *Vardesjø*, and *Afsjø*) formed by the *Fogsaae*, which farther on is called the *Folda*. On the left rises the insignificant *Vardesjøhø*, and on the right are the *Blaahøer*. On the *Vardesjø* (also known as the *Foldasjø*), and to the right farther on, there are several sæters.

21 Kil. **Jerkin** (3140 ft.; excellent station), situated in the midst of wild and desolate scenery, is a good starting-point for reindeer-stalkers and anglers, and also for the ascent of the *Snehætta*. The \**Kitchen* of the old house, with its antique carved furniture, is an object of great interest. One of the chairs dates from 1676. Pleasant walk to the *Jerkinhø*, the highest point on the old road (4100 ft.).

The *Snehætta* (7770 ft.; 'snow-hat'), which ranks about sixth among the mountains in Norway in point of height, is most conveniently ascended from Jerkin. The ascent was accomplished for the first time by *Esmark* at the end of last century, and has very frequently been made since. (Guide 2, horse 4 kr.; 'Niste', or provisions, necessary.) For 3-4 hrs. we ride across an exceedingly bleak rocky and mossy tract, crossing several torrents, and lastly ascend on foot for 2-3 hrs. over snow and ice. For the whole excursions 12 hrs. at least should be allowed. In clear weather which is rare on the Dovrefjeld the view is very extensive in every direction, but deficient in picturesqueness and far inferior to that from the *Galdhøpig* (p. 148). The chief object of interest is the finely shaped mountain itself, composed of mica-slate.

A not unattractive route, with fast stations, leads from Jerkin through the *Foldal* to *Lille-Elvdal* in the valley of the Glommen (railway-station, p. 208). The stations are: 17 Kil. *Dalen*, 17 Kil. *Krokhaugen*, 18 Kil. *Ryhaugen*, and 33 Kil. *Lille-Elvdal*. From *Krokhaugen* a road leads to the S. to the *Anevand* and the *Røndane* (see p. 210).

The new road from Jerkin to Kongsvold ascends a hill to the W., and then descends gradually to the *Svonsaae*, the course of which it now follows. We enjoy a very striking \*VIEW of the *Snehætta*, which looks quite near. The road crosses the boundary between the Stift of Hamar and that of Throndhjem, and gradually descends into the valley of the rapid *Driva*, the course of which it follows down to Aune.

13 Kil. **Kongsvold** (about 3100 ft.; excellent station) also

forms good headquarters for sportsmen. The Suchætta may be ascended hence almost as easily as from Jerkin. Beyond Kongsvold the road descends through the very picturesque \***Ravine of the Driva**, the first part of which at least should be traversed on foot. In winter the route formerly used was the frozen and snow-clad river, while the summer-route, called the *Vaarsti* ('spring-path'), was a very steep and tortuous path on the right bank of the stream. Pedestrians are recommended to follow this disused route, which is very interesting, and to send on their horses to the point where it rejoins the road. This ravine is bounded by enormous precipices, from which numerous waterfalls descend, while the Driva itself forms a series of magnificent cataracts. Fine Alpine flora.

15 Kil. **Drivstuen** (good station), the fourth of the 'Fjeldstuer' on the Dovrefjeld. The valley expands and the vegetation becomes richer. Birches and pines clothe the slopes. A few fields of barley and potatoes also appear. Scenery still fine. The road passes the *Aamotselv* and crosses the Driva by a handsome new bridge, a little beyond which is a gorge called *Magalaupet* (*Laup*, 'gorge', 'gully'), crossed by a genuine old-fashioned Norwegian bridge, where the traveller should alight to inspect the scene. The Driva forms imposing waterfalls here. The broad *Drivudal*, a lower and more fertile zone of the valley, now suddenly comes in view, and we descend to —

12 Kil. (pay for 17) *Rise* (tolerable station). The *Vinstra*, descending from the right, falls into the Driva here. The Dovrefjeld terminates at —

10 Kil. *Aune* (about 1750 ft.; good station), sometimes called *Ny-Aune* or *Ny-Øvne*, in the *Opdal*. To the W. rises the lofty *Munkevoldsfjeld*, and to the E. the *Allmandbjerg*.

From Aune an interesting road diverges to the left, following the *Driva*, which is afterwards called the *Sundalselv*, and descends the Sundal to Sundalsøren (71 Kil.). The stations on this road are all fast. — The somewhat hilly road leads first to (11 Kil.) *Aalbu* and then descends through a ravine, passing *Gravane*, to (16 Kil.) *Sliper* (1800 ft.). It next crosses the *Graauren*, a hill at the side of which the Driva rushes through a deep gorge. At (9 Kil.) *Gera* begins the \***Sundal**, a valley which vies in grandeur of scenery with the Romsdal. The road follows the course of the Sundalselv pretty closely. 17 Kil. *Storfale*. Avalanches and stones frequently fall from the dizzy heights of the *Romfjokjærringerne*, *Klengfjeld*, and *Hoasnaebba*, and at some of the most dangerous points the traveller is warned by his attendant to drive as quickly as possible ('Sneeskred! kjør til').

18 Kil. **Sundalsøren** (accommodation at the 'landhandler's'), at the S. end of the *Sundalsfjord*, on which a steamer plies thrice weekly in 8 hrs. to Christiansund (comp. p. 173). The neighbouring mountains rise to a height of 5000-6000 ft., the most conspicuous being the *Grøvnæbba* and *Hofsnæbba* to the N., and the *Kalken* to the S. To the S. opens the romantic \**Lilledal*, which may be visited by carriage in 3-4 hrs. (road to *Dale*, 11 Kil.). — If the traveller misses the steamboat, he should take a rowing-boat to (22 Kil.) *Eidsøren* (p. 200) and drive thence by carriage to *Eidsvaag* (p. 199).

Beyond Aune the road quits the valley of the Driva and becomes uninteresting. It follows the course of the *Byna* and crosses the low watershed between that stream and the *Orkla*, which afterwards falls into the Throndhjem Fjord at Ørkedalsøren (see below). Beyond —

14 Kil. *Stuen*, or *Nystuen* (good station), the road descends to the Orkla, which is crossed by a handsome bridge. The river forms a fine waterfall here. Then a steep ascent to —

11 Kil. *Austbjerg* (1365 ft.; tolerable), from which the road, still ascending, and traversing forest, follows the magnificent \**Ravine of the Orkla*, the bed of which is 700 ft. below us. Beautiful views, particularly of the snow-mountains to the S.W. (To *Orkladal* and *Tønsæt*, see p. 210.)

12 Kil. *Bjerkaker* (good station) lies at the highest point of this part of the road.

From Bjerkaker a road with fast stations leads to (74 Kil. or 46 Engl. M.) *Ørkedalsøren* on the Throndhjem Fjord, whence a steamboat starts for Throndhjem four times weekly (see p. 214). The road passes *Gaard Hoel*, where a famous drinking-horn is still shown, presented by Christian V., out of which Charles XIV. John (Bernadotte), Oscar I., and Charles XV. respectively drank when on their way to be crowned at Throndhjem. The horn bears inscriptions relating to its history. A huge birch-tree at Hoel, 9 ft. in circumference, is also worthy of notice. The first station is (14 Kil.) *Haarstad*. Farther on we pass *Gaard Uf*, with a very old building, the wood-carving on which is said to have been executed by the 'Jutuls' (giants) with their finger-nails. Next station (14 Kil.) *Grut*; then (11 Kil.) *Kalstad i Meldalen*, from which a road leads to the W. viâ *Garberg* and *Foseid* to *Surendalsøren* (p. 203). Our road, which leads due N., passes *Lakkens Kobberverk*, crosses the Orkla, and next reaches (15 Kil.) *Aarlivold* (good quarters), whence a road to the S.W. also leads to Surendalsøren, while another road leads to the E. to (17 Kil.) *Kraakstad* and the (17 Kil.) *Hovin* railway-station (p. 212). From (12 Kil.) *Bak*, the next station on our route, a road leads to the E. viâ (17 Kil.) *By* and (12 Kil.) *Saltnassalen* to (11 Kil.) *Heimdal*, a railway-station near Throndhjem (p. 212). We next reach (8 Kil.) *Ørkedalsøren* (*Inn*, kept by the schoolmaster), from which Throndhjem may be reached by steamboat in 3-4 hrs. (comp. p. 214).

Beyond Bjerkaker the scenery continues fine. The road traverses the *Soknedal* and follows the course of the *Igla*, and afterwards that of the *Stavilla-Elv* and *Hauka-Elv*, the united waters of which fall into the *Gula* at Støren. The vegetation becomes richer, and the traveller might imagine he was approaching a more southern region instead of so high a latitude.

12 Kil. *Garlid* (good station) lies on a height to the left. The road descends through a picturesque ravine with waterfalls and mills. In the reverse direction this stage is trying to the horses.

10 Kil. *Præsthus* (very poor station). Handsome gaards to the right. Adjacent is the church of *Soknedal* or *Sogndal*.

14 Kil. *Engen i Støren* (*Hotel*, adjoining the railway-station). Travellers arriving here and intending to start again by train should drive direct to the railway-station. — From Støren to Throndhjem (about 2½ hrs. by train), see p. 212.

## 26. From Christiania to Throndhjem.

561 Kil. (347 Engl. M.). RAILWAY (*Nordbanerne*). In summer a through-train runs daily, accomplishing the whole distance in 16 hrs. (fares 36 kr., 32 kr., 20 kr. 88 ø.). Other trains stop for the night at (11 hrs.) *Koppang* or (13 hrs.) *Tenset*, arriving in Throndhjem the following afternoon (fares, 29 kr. 70, 17 kr. 58 ø.). Tickets for the slow trains cannot in any way be made available for the through express. It is advisable to write or telegraph to the hotels at *Tenset* or *Koppang* in order to secure a comfortable room. — There are 11 railway-restaurants on the line. Dinners are provided for travellers going N. at *Hamar* and *Støren* (1 kr. 25 ø.), notice being given to the guard; travellers going S. dine at *Singsås* or *Hamar*. But these arrangements are liable to change.

With the exception of Lake Mjøsen there is almost nothing on this route to induce the traveller to make any stoppage or detour. The best views between Hamar and Rena are to the right, thence to Throndhjem, to the left. This last portion of the journey, especially after Røros, is the most beautiful. The scenery is monotonous, and the extensive forests on the E. frontier present attractions only to sportsmen and anglers. Of the numerous lakes in the district traversed by the railway the largest is the *Fæmund-Sjø*, which may be visited by carriage from Rena or Koppang.

From Christiania to (68 Kil. or 42 Engl. M.) *Eidsvold* (410 ft.), see p. 115. — The railway journey from Eidsvold to Hamar presents little variety of scenery, but is preferable to the longer steamboat journey. To the left we have a view nearly the whole way of the *Mjøsen* (p. 115), the *Skreiafjeld* (p. 115), and the *Helgø* (p. 116); to the right, in the distance, are the mountains of the *Østerdal*. The train follows the right (W.) bank of the pretty *Vormen* to its efflux from the *Mjøsen*, near —

75 Kil. (46½ Engl. M.) *Minne* (465 ft.). At the *Minnesund* it crosses the river by an iron bridge, 65 ft. high and 1180 ft. long, and then skirts the E. bank of the *Mjøsen*.

84 Kil. (52 M.) *Ulvin* (420 ft.), commanding a fine view of the *Bay of Feiring*, on the opposite side of the lake. The train now enters the *Hedemarkens Amt*. 97 Kil. *Espen* (425 ft.), situated on the picturesque bay of *Korsødegaard*. 102 Kil. *Tangen* (540 ft.), with the church of the same name. In the fertile environs lie the gaards of *Korsøde*, *Hof*, and *Vik*. The train now ascends through a solitary wooded region, the highest point of which is about 330 ft. above the *Mjøsen*. Beyond (114 Kil.) *Stange* (730 ft.) it descends through a well-tilled district. 119 Kil. *Ottestad* (610 ft.), situated on the *Akersvik*, which the train crosses by an embankment and a bridge.

126 Kil. (78 M.) **Hamar** (410 ft.), see p. 116. — We now change carriages. and proceed by the narrow-gauge *Røros Railway*.

The train gradually ascends the sparsely peopled and at places thickly wooded region of Hedemarken. The scenery is uninteresting, and the stations are unimportant. 129 Kil. *Aker* (405 ft.); 131 Kil. *Hjellum*; 135 Kil. *Ilseeng*. Near (139 Kil.) *Hørsand* (570 ft.) we obtain a fine view of the *Skreia Mts.*, to the S. of Lake Mjøsen. 141 Kil. *Aadalsbrug*. Beyond (144 Kil.) *Løiten*

(760 ft.) we pass the drilling-ground of *Terningmoen*, and soon reach —

158 Kil. (98 M.) **Elverum** (600 ft.; *Rail. Restaurant*; \**Erlandsen's Inn*; *Nielsen's*, in the adjacent *Hummeldal*), a prettily situated village, almost presenting the appearance of a town, situated on the left bank of the *Glommen*, the valley of which the train follows all the way to *Røros*. The river is crossed by a long bridge. The important *Grundset-Marked*, a great horse and timber fair, takes place here annually in March. The environs of Elverum are strewn with pleasant-looking farms. The peasantry of *Østerdalen*, or the district traversed by the *Glommen* and its affluents, are among the richest in Norway, some of their forest-estates embracing an area of many square miles. Until recently the value of timber here was small, from lack of means of transport, but it has largely increased since the completion of the railway. The gaards of the wealthier landowners are most comfortably and even luxuriously fitted up, although their proprietors still adhere with pride to their original name of peasants or farmers (*Gaardbruger*). At the end of June or beginning of July a number of these stalwart yeomen are frequently to be seen at *Christiania*, where it is not uncommon for a single proprietor to conclude a contract for the sale of a hundred thousand 'crowns' worth of timber. The timber is felled in autumn and winter, during which seasons the hardy wood-cutters often spend weeks in the forest, in spite of the intense cold, passing the night in wretched little huts. Comp. *Broch's Kongeriget Norge* (*Christiania*, 1876).

The next stations are (164 Kil.) *Grundset* and (171 Kil.) *Ørna* (660 ft.). Near (184 Kil.) *Aasta* the train crosses the river of that name.

190 Kil. (118 M.) *Rena* (735 ft.; *Rail. Restaurant*), prettily situated near the church of *Aamot*, in the vicinity of which are several inns. 204 Kil. *Stenviken*, where the train crosses to the E. bank of the *Glommen* (views to the left). 214 Kil. *Ophus* (805 ft.). To the right a precipitous wall of rock. The *Glommen* forms several lake-like expansions. Beyond (237 Kil.) *Stai* (860 ft.) the mountains enclosing the valley become higher.

247 Kil. (153 M.) **Koppang** (914 ft.; \**Hansen*, 200 paces to the left of the egress from the station; *Jernbane Hotel*, opposite the station, R. 1½, S. 1½ kr.; *Koppang Hotel*; *Skyds-station*, in the village, 10 min. distant), situated on a height above the river and commanding a good view of the valley. To the W., rising above the forests, are several lofty mountains, the tops of which are carpeted with yellow moss. The village of *Vestgaard*, with the church of *Store Elvdal* a little to the S. of it, is picturesquely situated on the opposite bank of the *Glommen*, about 10 min. walk from the railway-station.

The train now runs through the woods, at a considerable height  
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above the Glommen, and crosses two bridges. Fine views towards the S. The ground is often completely covered with lichen and moss. The mountains increase in height, and the valley contracts. Large masses of 'Epilobium', a plant of which the roots and young shoots are eaten by the Norwegians, are seen here hung up to dry on hedges and frames.

272 Kil. (169 M.) **Atna** (1170 ft.), near the mouth of the *Atneelv*, is the station for several gaards on the opposite bank.

An interesting excursion may be taken hence (comp. p. 119) to the W. to *Solliden* and **Atnebro** (good quarters at the gaards *Nasset*, *Brænden*, *Uti*, and *Trøen*), near the *Atne-Sjø*, commanding an imposing view of the chief peaks of the **Rondane**: the *Rondeslot* (7100 ft.), the *Høgrond* (6700 ft.), the *Styggefjeld* (6730 ft.), and the *Rundvashegda* (6900 ft.). These peaks may be ascended from *Strømboden* in the upper *Atnedal*, and through the *Langglupdal*. (*Ola Strømboden*, at the *Søndre Gaard* of *Strømboden* is a good guide.) — From *Strømboden* a path leads across the hills to the *Bjørnhul-Sæter* (good quarters), the *Musu-Sæter*, and through the *Uladal* to the S. to *Moen i Sel* in the *Gudbrandsdal* (p. 121). — A road leads from *Atnebro* to *Strømbu*, *Blåsterdalen* (to the E. of which rises the *Store Sælen* or *Døle Sælen*, 5800 ft.), and (33 Kil.) *Krokhaugen-Foldalen*, on the road between *Lille-Elvdal* and *Jerkin* (p. 205).

285 Kil. (177 Engl. M.) **Hanestad** (1250 ft.), opposite which rises the imposing *Grøttingbratten*. The train skirts the river, and then again enters a monotonous wooded district. At (304 Kil.) **Barkald** (1485 ft.) the Glommen forms the *Barkaldfos*. In the distance rises the snow-clad *Tronfjeld*; to the W. are high mountains covered with debris (*Ur*). Near *Barkald* is the curious gorge of *Jutulhugget*, enclosed on every side except the E., and formed, according to local tradition, by the attempt of a giant to divert the waters of the Glommen into the *Randal*.

324 Kil. (201 M.) **Lille-Elvdal** (1660 ft.; Rail. Restaurant), whence a road ascends the *Elvdal* to *Jerkin* (p. 205). Near the railway is a new church. A bridge crosses the Glommen here, and there is another a little lower down. — The train now skirts the base of the *Tronfjeld* (5720 ft.), a lofty mountain consisting of gabbro and serpentine rocks, which may be ascended from *Lille-Elvdal*, and commands an extensive view (carriage-road nearly the whole way to the top). It appears in its full grandeur as we leave it behind us. — 337 Kil. **Auma** (1600 ft.). Near this point are large tracts of dead pine-trees, killed by the extreme cold of winter, when the thermometer sometimes sinks 60° Fahr. below zero. The scenery is very dreary.

347 Kil. (215 M.) **Tønsæt** (1620 ft.; \**Jernbane Hotel*, at the station; \**Tønsæt Hotel*, 100 yds. to the right of the egress from the station), situated near the confluence of the *Tønna*s and the Glommen, principally on the right bank of the latter. A good road with fast stations leads hence, via *Kvikne* in the *Orkladal* (the birth-place of *Bjørnson*, the novelist), to *Austbjerg* (p. 207). Farther on the line traverses the extensive *Godtlandsmyr*. To the W., on the right side of the *Tronfjeld*, rise the summits of the *Rondane* (see above).

358 Kil. (222 M.) *Telnæs* (1620 ft.). The train now ascends more rapidly, running high above the Glommen, which here breaks through barriers of slate. Pasturage now takes the place of tilled fields. 368 Kil. *Tolgen* (1685 ft.), in an open situation. On the other side of the Glommen, which is here spanned by a wooden bridge of a single arch, stands a large red church. To the right rises the *Hummelfjeld* (5150 ft.). The vegetation now assumes a thoroughly Alpine character.

385 Kil. (240 M.) *Os* (1975 ft.); the village lies on a slope (*Lid*) on the opposite bank. Beyond *Os* the train crosses the *Nornenelv*, traverses a wide moor, and reaches —

399 Kil. (247 M.) **Røros** or *Røraas* (2060 ft.; *Larsen's Hotel*; \**Rail. Restaurant*), with 2000 inhab., situated on a dreary and inclement plateau, where winter prevails for fully eight months in the year. The town was founded in 1646 after the discovery of the neighbouring copper-mines, to which alone it owes its existence. It lies on the *Hitterelv*, and not far from the Glommen, which describes a bend to the W. of the town. The old timber houses, with roofs of turf, and the large church of 1780 give the town a quaint and picturesque appearance. The railway-station, like the others on this line, is constructed in a rustic style to harmonise with the older buildings. Corn does not ripen here, and cattle-breeding is the only resource of the inhabitants, apart from the copper-mines and the trade they support.

The annual yield of the mines is about 280 tons of pure copper, and that of the two centuries since they were discovered is said to have been worth 72 million kr. in all (4,000,000*l.*). Far and near, the woods which formerly existed here have been cut down and used as fuel, but the works are now carried on with the aid of coal brought by the railway. The principal mines are *Storvarts Grube*, 2716 ft. above the sea-level, 9 Kil. to the N.E., the ore of which yields 8 per cent of copper; near it, *Ny Solskins Grube*; to the N.W. of the town, 14 Kil., *Kongens Grube*, yielding 4 per cent of copper; *Mug Grube*, 22 Kil. distant. The smelting-works are the *Røros Hytte*, the *Dragaas Hytte* at *Aalen*, and the *Lovisa Hytte* at *Lille-Elvdal*.

From **Røros**, which is a terminal station, the train returns on the same rails for a few hundred yards to the main line (views to the left). It then passes *Storskärven* on the right, and traverses a bleak and monotonous plateau. The wide expanses of turf are bordered by extensive terraces of glacial detritus and sandhills, which by dint of painstaking and ample manuring have been converted into pastures. Near (406 Kil.) *Nypladsen* (2055 ft.) is the *Kongens Grube*, with the huts of the miners. Large piles of copper ore (*Kobbermalm*) are generally to be seen waiting for transport at the station. A little farther on is the site of an old furnace, marked by its deep copper colour. — We now cross the turbulent Glommen, which descends from the *Aursund-Sjö* (2154 ft.). Beyond (412 Kil.) *Jensvold* (2090 ft.), the train crosses large expanses of debris. A stone to the left marks the highest point of the railway (2200 ft.), on the watershed between the Glommen and the *Gula*.

420 Kil. (260 M.) *Tyrvold* (2180 ft.). The train descends circuitously on the slope of a broad mountain basin. Beyond (432 Kil.) *Reitan* (1780 ft.) it passes on the left some picturesque gaards in the old Norwegian style, and traverses several cuttings through the rocks. Below, on the *Gula*, lies the church of *Hov*.

442 Kil. (274 M.) *Eidet* (1385 ft.). At the bottom of the valley here is a small copper smelting-work. We now reach the most picturesque part of the line. The train crosses the *Drøilierne*, passing through seven short tunnels, and enters the deep wooded ravine of the *Drøia*, which it traverses by means of a lofty bridge. In the cuttings we distinguish first the clay-slate, and afterwards the granite and gneiss formations. 454 Kil. *Holtuålen* (990 ft.), prettily situated in the bottom of the valley, with an old timber-built church. The costume of the peasantry here is interesting, usually consisting of a red jacket, leathern breeches, and a *Toplue* or peaked woollen cap. We now descend the valley of the *Gula* to (463 Kil.) *Langlete* and (472 Kil.) *Reitstøen* (675 ft.). The scenery continues picturesque.

480 Kil. (298 M.) *Singsaas* (545 ft.; Restaurant), with a bridge over the *Gula*. Large terraces of debris to the left mark the entrance of the *Forradal*. On the same side is a fine waterfall. — 486 Kil. *Bjergen* (457 ft.), prettily situated. Three short tunnels. 499 Kil. *Rognås* (300 ft.), with another bridge over the *Gula*. A little above *Støren*, to the left, lies the church of *Engen*, situated at the confluence of the *Soknaelv* and the *Gula*. We then cross the *Gula* and reach —

510 Kil. (316 M.) *Støren* (290 ft.; see p. 207), in a beautiful district on the *Gula*, perhaps the most prettily situated place on the whole line. The scenery here presents a park-like appearance; the valley is well cultivated at places, and the rocky mountains enclosing it are partly wooded. Road from *Støren* over the *Dovre-fjeld* to the *Gudbrandsdal*, see R. 25.

The remaining stations are unimportant. Beyond (517 Kil.) *Hovin* (170 ft.) the train crosses the river, which here forms the *Gulefos*. 524 Kil. *Lundemo*; 530 Kil. *Ler* (80 ft.). We now quit the valley of the *Gula*, which turns to the W. and flows into the *Gulosen*, an arm of the *Throndhjem Fjord*. The train ascends to (535 Kil.) *Kvaal* (160 ft.) and then re-descends to (538 Kil.) *Søberg* (40 ft.) and (541 Kil.) *Melhus*, with a picturesquely situated church. Numerous terraces and mounds of debris, probably due to glacier-action, are passed. Shortly before reaching (546 Kil.) *Nypen*, which is called at only by local trains, we obtain a fine view of the fjord, to the W. of *Throndhjem*.

550 Kil. *Heimdal*. — The line follows the left bank of the *Nid*, passes between *Throndhjem* and the suburb of *Ihlen*, and describing a curve round the N. side of the town, enters the station of —

561 Kil. (347 M.) *Throndhjem*, see p. 213.

## 27. Thronhjøm and its Environs.

*'Det er saa faavert in Thronhjøm at hvile'*

*'Tis so pleasant in Thronhjøm to dwell.*

(Burden of an Old Song.)

**Arrival.** The station lies to the N. of the town, by the harbour. Carriages and porters (*Bybud*) with hand-carts (*Triller*) await the arrival of passengers at the railway-stations, and also at the quays at the mouth of the Nid near the *Toldbod* (*Bratøren*) or on the *Nykaie*. A slight custom-house examination takes place on board the steamer. The principal hotels are all about 5-10 min. walk from the stations and the quay.

**Hotels.** *ANGLETERRE* (*E. G. Thane*), Nordre Gaden, *BRITANNIA*, Dronningens-Gaden, both frequented by English travellers; charges similar, R. from 1½ kr., L. 40, A. 40, B. or S. 1 kr. 40 ø., D. 3 kr.; baths and carriages in the hotels. *VICTORIA*, Dronningens-Gaden 64, D. 2 kr.; *PETER'S HOTEL* (P. Gjemsø), at the corner of the Krambod-Gaden and the Strand-Gaden, R. 1 kr. 50 ø., D. 1 kr. 60 ø.

**Restaurants.** *Harmonie*, Munke-Gaden, at the corner of the Torvet. — Spirits cannot be obtained either in the hotels or restaurants (comp. p. 67).

**Post and Telegraph Office** at the corner of the Nordre and Kongens-Gade.

**Skyds-Station:** *Ole Wold*, Børsvendveiten. — **Carriages:** *P. Røst*, Karl-Johans-Gaden, and *Kolberg*, Ørjaveiten, both near the Angleterre; *O. Solberg*, Apothekerveiten, at the back of the Britannia; *Ellefsen*, Gaudbækveiten.

**Banks.** *Norges Bank*, at the corner of the Kongens-Gade and Kjøbmands-Gade; *Privatbank*, Søndre Gaden; *Nordenfjelske Kredit-Bank*, in the same street; and several others. Money may also be exchanged at *Mr. Kjeldsberg's*, the English vice-consul, at the corner of the Strand-Gade and Søndre Gade, and at *Mr. Claus Berg's* (firm of *Lundgrens Enke*), the American vice-consul, Munke-Gaden, at the corner of the Torv. The usual bank office-hours are 10-2 o'clock.

**Consuls.** English and American, see above. German, *A. Jenssen*, junr., Kjøbmands-Gaden; French, *H. Lundgren*, same street; Austrian, *Ch. Toulou*, Munke-Gaden. Also Danish, Russian, and others.

**Baths.** Warm, shower, vapour and Turkish baths in the new *Bath House*, at the corner of the Dronningens-Gade and Krambodveiten. — *Sea Baths*, on the breakwater, reached by boat from the N. end of the Munke-Gade.

**Shops.** Preserved meats, biscuits, wines, spirits, etc. at *Kjeldsberg's* and at *Lundgrens Enke's* (see above). A cheap and not unpalatable spirit in great local repute is that of the distillery of *Lysholm*, at *C. J. Lein's* in the Strand-Gade. — Furs at *J. N. Bruun's*, Strand-Gaden 37, one of the best shops of the kind in Norway; eider-down 16-24 kr. per lb., according to quality. — Carved wood, 'Tolleknive', etc. at *Blikstad's*, opposite the Victoria Hotel; good and cheap at the *Tugthuset*. — Booksellers: *Staff & Gramm*, Nordre-Gaden (also Northern antiquities); *A. Bruun*, Kongens-Gaden. — Photographs at *Brækstad's*, Søndre-Gaden.

**Newspapers** at the *Athenæum Club*, in the *Harmonie* building, at the S.W. corner of the Torv (introduction through a member), and in the Reading Room of the *Britannia Hotel*.

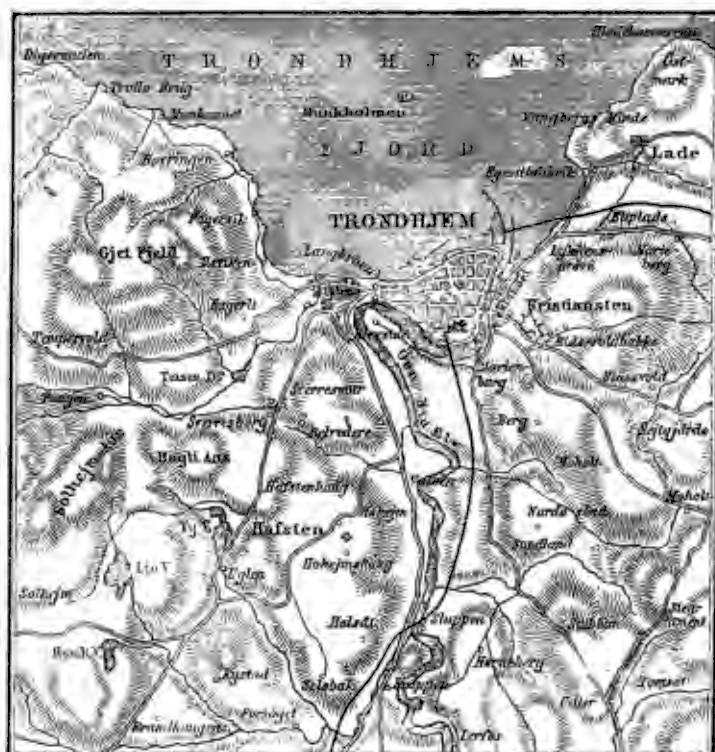
**Theatre and Concert Room**, at the corner of Prindsens-Gaden and Vestre-Gaden. — The *Hjorten*, a 'Lyststed' or kind of 'Tivoli', at the W. end of the Ihlen suburb, is a popular resort (theatricals and music frequently in summer).

**Steamboats.** All the steamboats start from the pier (*Bratøren*) at the mouth of the Nid, the larger generally at high tide only, the smaller at any time. It should be noted that the larger vessels sometimes start from the pier before their time and cast anchor off *Ihlen*, the W. suburb. The principal services are at present the following (comp. *Communicationer*). Towards the S.: to *Christianssund* on Sun., Wed., and Thurs. mornings; to *Christianssund*, *Bergen*, *Christianssand*, and *Christiania* on Tues. at 7.30 a.m. and at midnight, and Thurs. 7.30 a.m.; to *Hambury* on

Sat. at 7 a.m.; to *Hull* on alternate Thursdays. — Towards the N.: to *Tromsø*, *Hammerfest*, the *North Cape*, and *Vardø* see R. 29. — In the *Evening*: to *Bekkedalsøra* on Mon., Wed., and Frid. at 8 a.m.; to *Beina* once daily; to *Leangen*, *Verdalsøra*, *Stenkjer*, see p. 221. — All the coasting and local steamers stop at numerous stations. The above services are of course liable to alteration.

**English Church Service** in summer in the Chapter House of the Cathedral.

**Points of Interest.** Cathedral (p. 214); walks in *Christianssten* on the E. side of the town (p. 216), and to the *Stenbjerg* to the S.W. — A favourite excursion is to the *Lierfoss* (3½-4 hrs. there and back).



Of all the larger towns in Europe *Trondhjem*, with 22,600 inhab., is the northernmost, being situated in 63° 30' N. lat., or in a line with the S. coast of Iceland. It lies on a peninsula at the mouth of the *Nid*, and on the N. bank of the very extensive and picturesque fjord called after it. The vegetation of the beautiful undulating environs is remarkably rich for so northerly a latitude,

and among the trees fine old walnuts occur frequently. The mean annual temperature is about 42° Fahr. (corresponding with the mean *winter* temperature of the S. coasts of England and Ireland), while that of Christiania is 41° only (that of the Shetland Islands 45°). Christiania, on the other hand, is warmer in summer and colder in winter, the July temperature being 62° and that of Throndhjem 53° only. Many of the inhabitants are wealthy and prosperous, and they have long been noted for the kindness of their disposition.

The town is the capital of the district of *Threndelagen*, and its inhabitants are called '*Thrønder*'. The greater part of it lies on the *Nidarnæs*, a peninsula resembling a fig in shape, formed by the fjord on the N. side and the circuitous course of the Nid on the S.W., S., and E. sides. At a bend of the river to the W., where it approaches within a few hundred paces of the fjord before making its final sweep round the town, lies the suburb of *Ihlen* (probably from *Ile*, 'an intrenchment'). Opposite, on the right bank of the river, is the peninsula called *Øen*. The Nid then falls into the fjord at *Bratøren* on the E. side of the town. Beyond its mouth, to the E., rises the suburb of *Baklandet* ('hilly land'), with picturesque heights beyond it, the chief of which is the *Blåse-voldbakken* (p. 218), with the old fortress of *Christiansten*, terminating in the promontory of *Hladehammeren*. On the S.W. side of the town, to the S. of Ihlen, rises the *Stenbjerg*, with numerous villas. All these heights command picturesque views.

The town is regularly and on the whole handsomely built, although chiefly of timber. The wideness of the streets, which generally intersect each other at right angles, is intended to diminish the danger of fire. The windows of many of the houses are embellished with a beautiful show of flowers. In the Kongens-Gade are several tastefully-kept little gardens, where the *Sorbus Scandia* frequently recurs.

Down to the middle of the 16th cent. the name of the town was *Nidaros* ('mouth of the river Nid'; *Aa*, *Aar*, signifying 'river, and *Os*, 'estuary') or *Kaupanger i Thråndhjem* ('merchants' town in Throndhjem'), after which period the present name came into general use. Like Upsala in Sweden, Throndhjem, which has been called the 'strength and heart of the country', may be regarded as the cradle of the kingdom of Norway, and it was on Bratøren here that the Norwegian monarchs were usually elected and crowned. Here, too, was the meeting-place of the famous *Ørething*. So early as the year 996 *Olaf Trygvason* founded a palace to the S. of Bratøren and a church which he dedicated to St. Clement. *St. Olaf*, who is regarded as the founder of the town (1016), revived the plans of *Olaf Trygvason*, which had fallen into abeyance after his death, and after the death of 'the saint' at the battle of Stiklestad (1030) a new impulse was given to building enterprise. His remains were brought to Throndhjem and buried there, but were soon afterwards transferred to a reliquary and placed on the high-altar of *St. Clement's Church*, where they attracted hosts of pilgrims, not only from other parts of Norway, but even from foreign countries. The spot where St. Olaf was originally buried was by the spring adjoining the S. side of the choir of the present cathedral, and on that site a magnificent church was subsequently erected.

Though now little more than a fragment, having been repeatedly destroyed by fire and sadly disfigured by alterations and additions, it is still the most beautiful and interesting church in the three Scandinavian kingdoms. The reverence paid to St. Olaf gradually rendered Throndhjem one of the largest and wealthiest towns in Norway, and gave rise to the erection of no fewer than fourteen churches and five monasteries. At a later period terrible havoc was caused by civil wars, pestilence, and conflagrations; and the pilgrimages, to which the place owed so much of its prosperity, were at length put an end to by the Reformation. The precious reliquary of the saint was removed by sacrilegious hands from the altar in the octagon of the choir, while his remains were buried in some unknown spot, and most of the churches and monasteries were swept away. In 1796 the population numbered 7500 souls only, and in 1815 not above 10,000.

Since the Peace of 1814 Throndhjem has rapidly grown in size and wealth, and it bids fair to become a city of still greater importance through the new railway to Östersund and Sundsvall in Sweden (see p. 220 and R. 49), as its fjord forms the natural harbour for a great part of the Swedish 'Norrländ'. In anticipation of a large increase of traffic a new *Harbour* has been constructed.

The \**Cathedral*, situated on the S. side of the town, near the Nidelv and the present railway-station, has for several years been undergoing a thorough and judicious restoration under the superintendence of the architect *Hr. Christie*, and the chapter-house (English service in summer) and the octagonal choir are now completed. The work will probably extend over several decades, but will doubtless progress steadily, as annual subsidies are granted both by government and by the town itself, and regular subscriptions are received from private persons who are justly proud of this noble national monument. The church is shown daily, 12-1 o'clock, by a student (no fee; but strangers are expected to make a small donation towards the restoration-fund). At any other time the sacristan may be applied to for admission, and visitors may sometimes enter unattended whilst the masons are at work. The connection and history of the different parts of the building are not easily understood without the aid of a guide, especially if the traveller visits it only once. Those who possess a moderate acquaintance with Danish will find *Nicolaysen's* 'Om Throndhjems Domkirke' (60 ø., sold in the cathedral) a useful little guide, or they may consult *P. A. Munch's* larger work on the same subject, or the German work of *Minutoli*. — The first point to be borne in mind is that the building of the church extended over a century and a half, and that it underwent repeated alteration. The architects were, moreover, bound to the site of St. Olaf's original burial-place, for it was there that they had to erect the altar destined for the reliquary containing the holy man's remains. The church originally built by *Olaf Kyrre* was a simple basilica, about 150 ft. in length and 40 ft. in width. Throndhjem having been erected into an archbishopric in 1151, the crowds of pilgrims continued to increase, and the church was found inadequate for their require-

ments. *Eystein* (or *Øystein*, 1161-88), the third of the archbishops, accordingly erected the spacious *Transept*, with a tower over it, and also the \**Chapter House* (in which he lies buried) on the N. side of the choir, both in the Romanesque style. Of the appearance of the choir at that period nothing is known, but within a few decades after Eystein's death it was rebuilt, partly by English architects in an ornate Gothic style resembling that of several of the English cathedrals, and was completed about the year 1240. To that period belongs the exquisite \*\**Octagon* or apse (which recalls 'Becket's Crown' at Canterbury), forming an independent part of the edifice, and not being merely a projecting termination to the choir. It was on an altar in the centre of this sanctuary that the revered relics of St. Olaf were placed, and this was the great goal once so devoutly sought by thousands of pilgrims. The reliquary, executed in silver, and weighing no less than 200 lbs., stood here within a simple wooden chest, which in its turn was encased in a finely carved shrine, enriched with precious stones. The reliquary and shrine were carried off to Copenhagen at the time of the Reformation, and the worthless chest alone left behind.

During the third building period, extending from about 1248 to 1300, the imposing *NAVE*, to the W. of the transept, was erected, also in the Gothic style. This part of the church is now in ruins, while the transept (used for divine service, and at present sadly marred by Reformation work) and the choir are both roofed in.

The whole church was about 325 ft. long, and the W. end was once richly embellished with statues of saints, a rose-window, and other ornamentation, but few traces of these now remain. After a number of fires which injured the interior of the cathedral (in 1328, 1432, 1531, 1708, and 1719), huge and shapeless walls were erected, partly for the purpose of propping up the ruins, and partly in order to obtain an available space for public worship. In the course of that process many of the original pillars, arches, and ornamentation were concealed from view, and it is now a work of great difficulty to disengage them. The cathedral is built of a bluish chlorite slate, with which the white marble columns contrast admirably. The old quarries from which the former was procured lie about  $1\frac{1}{2}$  Engl. M. to the E. of Baklandet, while the marble was brought from the quarries of Stoksund (p. 229).

On the E. side of the S. transept is the *Chapel of St. John the Baptist*, in the round-arch style, dating from Eystein's period, and containing the monument of *Thomas Angell* (d. 1767), a wealthy benefactor of Throndhjem. On the E. side of the N. transept, immediately to the left of the present N. entrance to the church, is a corresponding chapel of the same period. Above the chapel of St. John, is another (reached by a staircase), dedicated to St. Olaf, and now containing a number of interesting fragments of ancient tombstones found in and around the church, all in soapstone (*Kløbersten*). In the 18th cent. the Lagthing, or national as-

sembly, used to meet in the S. transept. — The highly ornate chapels of the choir are also worthy of careful inspection. The rich mouldings of the triforium windows are all different, and most elaborately executed; but some of them were left unfinished by their 13th century sculptors and still remain in that condition. On the S. side of the octagon is —

*St. Olaf's Well*, which most probably gave rise to the selection of this site for the church, having, according to tradition, burst forth at the spot where the king was originally buried. — Good photographs of the cathedral are sold in the S. chapel, the proceeds being paid to the building fund.

In the 11th and 12th centuries the cathedral was the burial-place of the kings of Norway, and several were crowned here at a later period. By the present constitution of Norway (that of 1814) all the sovereigns of the country are required to repair to Throndhjem to be crowned in the cathedral; and the ceremony was accordingly performed in the case of *Charles XIV. John* (Bernadotte) in 1818, *Oscar I.* in 1844, *Charles XV.* in 1860, and *Oscar II.* in 1873.

To the S. of the cathedral is the pleasing *Churchyard*, many of the graves in which, in accordance with the Norwegian custom, are adorned with fresh flowers every Saturday. Adjacent is the *Arsenal*, which occupies the site of the old *Kongs Gaard* and of the residence of the archbishops, and which contains an interesting collection of old Norwegian weapons (adm. on application to the sentinel).

The other churches in Throndhjem are *St. Mary's* (*Vor Frue Kirke*) in the Kongens-Gade, a small promenade adjoining which (called '*Parken*') is embellished with a statue (by *Bergslien*, 1876) of *Tordenskjold* (d. 1720), the famous admiral, who was born at Throndhjem; the *Hospital Church*, at the W. end of the Kongens-Gade, and the *Bakke Kirke* in Baklandet (whence there is a *Flöt* or ferry to Bratøren). At Ihlen there is a new Roman Catholic Church.

Among the public buildings may be mentioned the large timber-built *Stiftsretsgaard* in Munke-Gaden, part of which is occupied by the 'Stiftsamtmand', and part fitted up as a royal palace. At the S.W. corner of the Torv is the large building now occupied by the *Harmonie* and *Athenaeum* clubs (p. 213). In the Munke-Gade is also situated the *Kathedralskole*, which contains the valuable library (50,000 vols.) and the antiquarian collections of *Throndhjems Lærde Selskab*, a scientific society founded in 1760, of which *Schøning*, *Suhm*, *Gunnerus*, and other distinguished scholars were once members. It is now partly supported by an annual subsidy of 4000 kr. from government. — In the Kongens-Gade, on the S. side, are the *Sparbank*, or Savings Bank, and the handsome building of the *Arbeider-Forening*, containing a concert-room and café.

ENVIRONS. To the E. of the town rises the fortress of *Christianssten* (reached in 20 min. by crossing the Nid by the bridge and ascending the hill beyond), erected in the 17th cent., but now disused. It commands an excellent survey of the town and fjord, and a still finer view is obtained from the *\*Blåsevoldbakken* behind it. — Turning to the left beyond the Nid bridge, we may walk

or drive through the suburb of *Baklandet*, crossing the Meraker railway (p. 218), to (1½ Engl. M.) *Hladehammeren* (*Hammer*, 'promontory'), another good point of view.

Another fine view, differing from these, is obtained from a rocky height to the S. of *Ihlen*, where the remains of the castle of *Sverresborg*, built in the 12th cent., were discovered in 1873. This point is reached from *Ihlen* by following the road along the *Nid* and then ascending to the right, or by the broad road ascending from the S.W. angle of *Ihlevolden*, passing the \**Tokstagaard* on the left, which also commands a fine view of the fjord and the town with its picturesque red roofs. The *Blyberg*, opposite the *Sverresborg*, commands a still more extensive view.

A pleasant walk may be taken to the W. by ascending from *Ihlen* to the left past the gaard *Fagerli* to the *Gjetfjeld*, and proceeding high above the fjord and past several substantial gaards, to (1-1½ hr.) the *Munkaune* (private property; no admission), and (20 min. farther) the iron-works of *Trollabrug*. Return by the shore past the promontory of *Hovringen*, which commands an admirable view of the mountains to the E., *Fagervik* and *Ilsviken*.

In the fjord, to the N. of the town, and about 1 Engl. M. distant, lies the picturesque *Munkholm* (reached by boat in 20 min.; fare 1½-2 kr., but a bargain should be made; no permission necessary; visitors are attended by one of the soldiers). As its name imports, the island was once the site of a monastery, founded in 1028, of which the lower part of a round tower is now the only relic. Count *Peter Griffenfeld* (P. Schuhmacher), the minister of Christian V., was confined in a cell here from 1680 to 1698, and shortly after his release died at *Throndhjem*. The island is described by Victor Hugo in his 'Han d'Islande'. The walls of the small fortress which now stands here command a beautiful view, and contain some interesting old guns and gun-carriages. On the S.W. side is a small lighthouse.

The EXCURSION to the two falls of the *Nid* near the gaard of *Leeren*, 5 Kil. south of *Throndhjem*, is picturesque, but may be omitted if the traveller's time is limited. We follow the road leading from the suburb of *Baklandet* (p. 215), afterwards turning to the left. A good walker requires 5 hrs. there and back. In wet weather the last part of the road is unpleasant. (Carriage with one horse, there and back 5, with 2 horses, 12 kr.) The lower or *Lille Leerfos* is 80 ft. high. The upper or *Store Leerfos*, though higher, is broken by a mass of rock about half-way across. The best survey of it is obtained from one of the windows in the saw-mill overhanging the seething waters on the right bank (a somewhat rough path descends to the foot of the fall.) The path from the lower to the upper fall is not easy to find. If only one is visited, the upper fall should be chosen. The road, especially near *Throndhjem*, is very picturesque.

AN EXCURSION TO THE *SÆLBO-SJØ* takes two days. On the first day we go by railway to *Heimdal* (p. 212), and drive thence across the *Skjela Pass* to *Teigen* (18 Kil., pay for 27), at the W. end of the *Sælbo-Sjø* (525 ft.), a fine sheet of water, 29 Kil. (18 Engl. M.) in length, on which a small steamboat plies thrice weekly in summer. At the S.E. end of

the lake lies *Marienborg*, with the church of *Sælbo*, whence a road ascends the pretty and well-tilled *Tydal*. In the winter of 1718 the greater part of the Swedish army was frozen to death on the *Tydalsfjælde* when on their retreat from *Throndhjem*.

FROM THRONDHJEM TO STORLIEN (*Östersund, Stockholm*), 106 Kil. (66 Engl. M.), railway (*Merakerbane*) in 5 hrs. (fares 5 kr. 84, 3 kr. 46 ø.). The station lies to the N. of the town, by the harbour, which the line crosses. — The train passes the church of *Lade* on the left, and beyond (3 Kil.) *Leangen* the lunatic asylum of *Rotvold*, also on the left. Soon after it reaches the fjord, here called the *Strindenfjord*, farther on the *Stjørdalsfjord*. 7 Kil. *Ranheim*; 15 Kil. *Malvik*; 23 Kil. *Hommelvik*, the centre of a considerable trade in timber. The train now passes through a short tunnel, and reaches —

32 Kil. (20 Engl. M.) *Hell*, at the mouth of the *Stjørdalselv*, across which a bridge leads to the skyds-station of *Sandferhus* (p. 219) on the opposite bank. The line now runs inland, along the left bank of the *Stjørdalselv*. 42 Kil. *Hegre*, near the confluence of the *Forra*, which descends from the N., with the *Stjørdalselv*. 57 Kil. *Floren*; 72 Kil. *Gudaa* (280 ft.), where the *Reinau* is crossed. The train passes through a tunnel and ascends rapidly, crossing the *Stjørdalselv*, to —

81 Kil. (50 M.) *Meraker* (720 ft.), a thriving and prettily situated little town, the last station in Norway. Beyond *Meraker*, near which there is an old copper-mine, the line continues to ascend rapidly. The district is sparsely peopled, and the vegetation also becomes scantier. The *Areskuta* and other snow-mountains of Sweden appear in the distance. The train at last crosses the Swedish frontier, 1950 ft. above the sea-level, and reaches —

106 Kil. (66 M.) *Storlien*, the junction for the railway to *Stockholm* (R. 49).

## 28. Inland Route from Throndhjem to Namsos.

About 200 Kil. or 125 Engl. M. The steamers '*Kong Oscar*' and '*Stenkjær*', sail from *Throndhjem* to *Levanger* on Mon., Wed., and Sat. forenoons; and the '*Levanger*' on Sun., Tues., and Thurs. forenoons, in 5-6 hrs. The two first steamers proceed, in 5 hrs., to *Stenkjær*; the road between *Levanger* and that station is, however, so picturesque, that driving is preferable to the steamboat journey. — From *Stenkjær* drive (fast stations) to the fjord opposite *Namsos*; thence cross by boat.

ON THE STEAMBOAT JOURNEY from *Throndhjem* to *Stenkjær* the traveller has the advantage of seeing something of the picturesque rocky W. bank of the *Throndhjem Fjord*, which is scarcely visible from the land-route. The steamer steers between the *Tuttersø*, with the ruins of the monastery of *Tautra*, and the mainland (*Frosten*) on the E. to *Holmberget*, and across the fjord to the N.W. to *Lerviken*. It then recrosses to *Ekne* on the E. bank, whence it steers to the large island of *Ytterø* (with the parish of

*Eid*). At the station *Hokstad* on this island are extensive mines of pyrites. The vessel then steers to —

**Levanger** (*Madam Backland's Hotel*), a charmingly situated little town with 1000 inhab., which was almost entirely burned down in December, 1877, but has since been rebuilt.

The road from LEVANGER TO STENKJÆR, 37 Kil., has only two skyds-stations (both fast) viz., (12 Kil.) *Værdalsøren*, at the mouth of the *Værdalselv*, and (14 Kil.) *Røske*. — The church of *Værdalen*, 6 Kil. from *Værdalsgren* marks the scene of the battle of *Stiklestad*, at which St. Olaf was killed 29th July 1030 (p. xlvii).

The next steamboat-stations are *Skaanæs*, *Tronæs*, *Hylla*, and *Sundnæs*, on the peninsula of *Inderø*, on the E. side of which is the strait of *Strømmen*, leading into the picturesque *Borgenfjord*, on which rises the church of *Mære*. The steamer, however, does not enter this bay of the Throndhjem Fjord, but steers to the W. to *Kjærringvik*, and through the narrow *Skarnsund* on the W. side of the *Inderø*, touches at *Vennæs*, and enters the broad *Beitstadfjord*, the innermost recess of the Throndhjem Fjord. It then either proceeds direct to *Stenkjær*, via *Krogsvaagen*, or steers into a narrow ramification of the Beitstadfjord to the N. to *Malmo* and *Fosnæs*, and thence to *Stenkjær*. From the skyds-station of *Østvik*, near *Fosnæs*, the traveller may drive to *Elden* and *Namsos* (see below).

15 Kil. **Stenkjær** (*Hot. Haaka; Thorbjørnsen's Hotel*), a small town with 1500 inhab., on the *Byelv*.

Travellers who intend to visit the beautiful *Snaasenvand* (and the *Fiskumfos*) should telegraph for skyds before the arrival of the steamer at *Stenkjær*, so that they may proceed the same evening to (11 Kil.) *Sunde* at the S. end of the *Snaasenvand*. A steamer plies thence thrice weekly to *Sem*, at the E. extremity of the lake: and from *Sem* we take skyds to (8 Kil.) *Homo*, where we join the road to *Fiskum*. — Failing the steamer at *Sunde*, travellers must drive from *Stenkjær*. The stations by road, all fast, are: 15 Kil. *Langhammer*, 8 Kil. *Kvam*, 15 Kil. *Østre Hegge*, 15 Kil. *Nedre Vekset*, 33 Kil. *Homo*, 11 Kil. *Vie*, 11 Kil. *Fotland*, 17 Kil. *Fiskum*. Tolerable quarters are to be had only at *Kvam*, *Nedre Vekset*, *Homo*, and *Vie*; but unless the traveller is prepared to put up with very humble fare, he should telegraph beforehand, especially to *Vie*. The whole road lies through a series of magnificent landscapes, with wood and lake, and streams dashing over rocks. Between *Vekset* and *Homo* there is a noteworthy waterfall. In the last stage, we cross the *Namsenelv* by a ferry.

The road to *Namsos* passes the following stations: —

15 Kil. *Østvik* (good quarters) lies on the northernmost bay of the *Beitstadfjord*. The road now quits the fjord of Throndhjem, and crosses an *Eid* or isthmus, about 200 ft. high, to the *Namsenfjord*. 15 Kil. *Elden*.

12 Kil. *Overgaard* lies on the *Namsenfjord* or *Lyngenfjord*. 17 Kil. *Fjær*; 11 Kil. *Spillum*, near the *Namsenelv*. (Or by water from *Overgaard* to *Bangsund* 22 Kil., and thence by road to *Spillum* 11 Kil.) From *Spillum* the road leads to the *Strømskylden Ferry* (6 Kil.), whence we cross the fjord by boat to (3 Kil.) —

**Namsos** (*A. Jensen's Hotel*), charmingly situated on the N. bank

of the estuary of the Namsenelv. The town was almost entirely burned down in 1872, but has since been rebuilt. A wood on the hills to the W. of the town was also destroyed by the same fire. The new *Church* stands on a rocky height in the middle of the town. The staple commodity of the place is timber. — The richly wooded *Namsdal*, containing 8000 inhab., is very picturesque, the scenery improving as we ascend. — Two or three of the large coasting steamers touch at Namsos weekly, both on the outward and homeward voyage (comp. p. 230).

EXCURSION TO THE FISKUMFOS. This most interesting excursion is made either from Spillum, or from Namsos, the roads uniting near Hun. The *Namsenelv*, through the valley of which the road ascends, is considered one of the best salmon-rivers in Europe, and is accordingly far famed among anglers. The fishings are always let to English sportsmen, and are jealously preserved. The stations from Namsos are: 15 Kil. *Hun* (good quarters), 11 Kil. *Haugum*, 17 Kil. *Vie* (Inn, very poor accommodation), a great fishing station, 11 Kil. *Fosland*, 17 Kil. *Fiskum*. The last stage is through a magnificent ravine. The *Fiskumfos*, a most imposing fall, sometimes compared to the falls of the Rhine at Schaffhausen, with a copious volume of water, is 100 ft. in height. To reach the best point of view, a projecting rock on the left bank (inaccessible when the river is in flood), a guide is necessary. This is the upper limit of the salmon-fishings.

The route from *Fiskum* to *Vefsen* up the *Namsdal*, and past the *Store Mainand*, is attended with serious privations, and is by no means recommended. The scenery is wild and great, but not sufficiently interesting to repay the fatigue.

## 29. The Nordland.

Communication with the Nordland is maintained by the steamers of the united companies *Bergenske Dampskibs-Selskab* and *Nordenfjeldske Dampskibs-Selskab*, of which the former has its headquarters in Bergen, the latter in Throndhjem. The agent of the combined companies at Christiania is Mr. Berg-Hansen, at Throndhjem Mr. J. Eriksen. Detailed time-tables may be obtained on personal or written application either to the agents or to the head-offices ('direction') at Bergen and Throndhjem; and the *Norges Communicationer* mentioned at p. xix also give all the necessary information. The MAIL STEAMERS ply throughout the year, leaving Hamburg once weekly for Vadsø, and Christiania twice weekly for Hammerfest and the North Cape. The Hamburg boats start on Frid. evening and leave Throndhjem on Wed. morning; the Christiania boats start on Thurs. afternoon and at midnight on Frid., leaving Throndhjem at the same times in the following week. The TOURIST STEAMERS are put on in the height of summer, from about June 20th to July 20th, and run from Throndhjem twice weekly (Sun. and Wed. evenings) to the North Cape. During the season there are thus five opportunities weekly of starting from Throndhjem, where the Nordland tour proper begins, for the North Cape. Smaller steamers also ply from Bergen to the Lofoden Islands, but are not used by the ordinary tourist.

The MAIL STEAMERS call at numerous intermediate stations and

take 2-3 days for the voyage from Thronthjem to *Bodø*, 2 days more to *Tromsø*, and another day (5-6 days from Thronthjem) to reach *Hammerfest*. For a visit to the *North Cape*, which lies fully half-a-day beyond *Hammerfest*, the *Christiania* mail-steamers will be found quite as convenient as the tourist boats, except that they allow no time for an excursion to the 'bird-mountain' of *Sværholt* (p. 261). The *Christiania* steamers take 10 days to make the journey from Thronthjem to the *North Cape* and back. The ordinary route of the *Hamburg* steamer leads through the *Magerø* sound to *Vadsø* (2½ days from *Hammerfest*), but if the passengers desire it and the weather is favourable, the captain will change this for the course round the *North Cape*, though without stopping to allow of landing. The steamer leaves *Vadsø* again the day after its arrival, and the whole voyage from Thronthjem and back thus takes about 18 days.

The *FARES* on the mail-steamers are reckoned by mileage, the first cabin, which can alone be recommended, costing 40 ø. per Norwegian sea-mile. The fare from Thronthjem to *Bodø* (76 sea-miles) thus amounts to 30 kr. 40 ø., to *Tromsø* (125 M.) 50 kr., to *Hammerfest* (155 M.) 62 kr., to the *North Cape* (171 M.), fare calculated to *Vardø* 80 kr., to *Vadsø* (200 M.) 84 kr. Family tickets are granted at considerable reductions (see p. xix) and return tickets ('Tur og Retur') available for six months are issued at a fare and a half for distances of 20 sea-miles and upwards. The latter, however, are not recommended, as they do not allow the journey to be broken, the liberty to do which is one of the great advantages of travelling by the mail-steamers (comp. p. 227).

On voyages of three days and upwards the steamboat companies provide a liberal board at the rate of 5 kr. per day, including a cup of coffee with biscuits ('karvinger') on getting up, déjeuner with tea or half a bottle of beer, dinner including a cup of coffee, and supper with tea or half a bottle of beer. A pint of claret costs 1 kr. 25, half a bottle of beer 25, selters water 25 ø. On shorter journeys the prices for single meals are as follows: coffee and biscuit 35 ø., déjeuner or supper 1½ kr., dinner 2 kr. 40 ø. For attendance 50 ø. per day is charged. Before ordering anything of the waiter it is advisable to consult the price-list hung up in the cabins. — Each steamer contains a small *Post Office*, which also undertakes the transmission of telegrams. The captain, pilots, and post office officials generally understand English.

The course of the *TOURIST STEAMERS* is as follows. At midnight on Sun. and Wed. they leave Thronthjem, reaching *Torghættan* (p. 230) at 4 p. m. on the following day. Here time is allowed for a visit to the rocky tunnel. The steamers then pass through the *Bronø*sund or the *Toftsund* and at 8 a. m. on Tues. and Frid. reach *Bodø* (p. 236). At 2 p. m. on the same days they pass *Henning-svær* and on Wed. and Sat. forenoon arrive at *Tromsø* (p. 249), where a landing is made for a visit to the camp of the Lapps. At *Hammerfest*, which is reached on Thurs. or Sun. at 8 a. m., a stay of 3 hrs. is made. We then traverse the *Magerø*sund, crossing the entrance of the *Porsanger Fjord*, to the 'bird-mountain' of *Sværholt* (p. 261), from which we return to the *North Cape* (p. 259), reaching it in the evening. We ascend to the top of the cape by the light of the *Midnight Sun*, and next morning (Frid. or Mon.) begin the homeward journey, the first stage of which is *Lyngenfjord*

(p. 253, Frid. or Mon. evening). *Tromsø* is reached on Sat. or Tues. morning, *Svartisen* (p. 235) on Sun. or Wed. afternoon, and Thronthjem about 5 p. m. on Monday or Thursday. The whole excursion from Thronthjem to the North Cape and back thus takes only eight days by the tourist steamers.

The FARE on the tourist steamers for the whole excursion amounts to 250-270 kr. for a berth in a state-room containing one or two berths, 250 kr. for a share of a state-room containing three or more berths, and 220 kr. for a berth in the saloon or in the fore-cabin. This fare includes meals as on the mail-steamers, with the addition of half a bottle of wine at dinner. No extra charge is made for attendance. On the tourist steamers no reduction in the fares is made for families.

The tourist steamers are very comfortably fitted up but are as a rule somewhat crowded. They afford the easiest and speediest means of visiting the principal points of the Nordland, but the methodical and ultra-punctual way in which the programme is gone through deprives the voyage of much of the charm of novelty, while the life on board is exactly similar to that in a large hotel on shore. Those, therefore, who are not pressed for time and who wish to study the life and customs of the inhabitants as well as the beauties of nature, are recommended to travel by the mail-steamers, which are also well equipped and scarcely inferior to the tourist steamers in the matter of food.

A sufficiency of repose is an urgent necessity on an excursion to the Nordland. As there is scarcely an uninteresting point on the whole voyage and as in the height of summer daylight never entirely disappears, the traveller feels naturally averse to wasting any of his time in the unconsciousness of sleep. This feeling, however, should not be yielded to, and all who wish to avoid overstrain and nervous exhaustion should sleep for at least 4-6 hrs. after midnight and other 2 hrs. after dinner. The sleeping-places in the saloon must be quitted by 6 a. m. and those who desire to sleep in comfort should endeavour betimes to secure a berth in one of the state-rooms. The best and only sure plan is to apply beforehand to the steamboat office at Bergen or at Thronthjem (according to the company to which the steamer belong; comp. p. 222 and the Norges Communicationer) or to the agent *Berg-Hansen* at Christiania. On receiving an affirmative reply it is necessary to forward the amount of the fare at once, as otherwise the berth will not be reserved. If the traveller has not ordered a cabin in advance he should lose no time on going on board in selecting the best of the still vacant berths, though he will seldom find any free except those in the saloon. In the mail-steamers, however, there is always the chance of securing a berth vacated by a passenger leaving the ship at one of the intermediate stations.

The vessel's course lies almost always within the island-belt ('*indenskjærs'*), and sea-sickness is of rare occurrence. From the *Skjærgaard*, however, a view of the open sea is frequently obtained beyond the lower *Skjær*, or *Vær*, as they are sometimes called.

A coasting voyage of moderate length has many attractions. The captain and crew are usually very obliging and communicative, especially if the traveller shows an interest in their country. The *Pilots* (*Lodsen*) are especially well informed and intelligent. Two of them navigate the vessel from Christianssand to Thronthjem, two from Thronthjem to Hammerfest, and two others thence to Vadsø, one of them always being on duty, except when the steamer is stationary. They are appointed by government, and each receives 140 kr. per month, besides his board. The number of pilots proper is, however, inadequate for the great traffic, and their place is often filled by other qualified persons (*Kjendtmænd*).

Among the deck-passengers there are sometimes Lapps (here called *Finner*), Finns (*Kvæner*; comp. p. 251), and convicts, these last being occasionally met with on their way to the *Slaveri*, or house of correction, at Thronthjem. If questioned as to the object of their journey, they speak of it euphemistically as a 'voyage to the south' or 'in the king's service'. Itinerant musicians (who in accordance with the traditions of the country travel free) are often a source of annoyance, and when the traveller hopes to get rid of them by going ashore, they are pretty sure to re-appear at the nearest inn or *Gjæstgiveri*. The sailors are generally a sober and hard-working class, and the traveller will frequently have occasion to admire the patience and perseverance they exhibit in loading or discharging cargo.

The inhabitants of the small stations, who on the steamer's arrival crowd round her in their *Ranebaade* (pointed skiffs) are another object of interest. The charge for going ashore is usually 20 ø., but the *Taxt* should always be asked for, lest the traveller should unwittingly hurt the feelings of some landed proprietor or local dignitary (albeit wielding 'the oars with upturned shirt sleeves') by offering to pay. However far north the traveller extends his voyage, he will be struck with the civility, honesty, and intelligence of the natives, especially those who are not in immediate contact with the influences of modern 'civilisation'. In Tromsø the telegraph official on one occasion insisted on accompanying the writer for a quarter of an hour in the midst of a deluge of rain to show him the way to the post-office; and at Vadsø a merchant of the place showed him a collection of valuable photographs from Vienna and a work on the philosophy of Bacon of which the owner was an admirer. Another native of the far north mentioned that he had just returned from Rome where he had spent the winter, while an intelligent native of Kjelvik, close to the North Cape, had travelled over a considerable part of Great Britain, but expressed a decided preference for the freedom of his Arctic home, the greater purity of its air and water, and even for its climate! Clergymen, teachers, and government-officials also travel frequently in these vessels, and will give much

interesting information regarding the Lapps, Finns, and other inhabitants of the country.

The natural phenomena of this hyperborean region will not fail to excite a keen interest even in the most experienced traveller. The weather, the winds, and the fogs, the play of light and shade, the purity of the atmosphere, are all quite unlike the same natural features in other parts of Europe. The Alpine tourist will be surprised to find how little his former practice aids him in estimating distances here. The animal world is of extraordinary richness. The sea teems with cod, herrings, skate, and other fish. Whales are frequently seen spouting columns of water into the air, or rising to the surface in unwieldy gambols. Swarms of eider-ducks swim near every island, and the air is full of sea-gulls. Not unfrequently the traveller may see the industrious sea-gull (*Krykje*) robbed of its prey by the skua (*Lestris parasitica*), which, unable to fish for itself, compels the gull to drop its booty and catches it with unerring dexterity before it reaches the water. A peculiar ruffling of the water is sometimes caused by the shoals of herrings (*Sildstim*), often pursued by the voracious *Sei* ('saith', or hake, one of the *Gadidæ*), or by a seal (*Sælhund*), to escape from which they dart into the nets and even spring ashore.

The scenery with which the writer was most struck extends from the Arctic Circle (the Hestmandsø) to the *Lofoden Islands* and the S. extremity of *Hindø* (*Lødingen*), where the grandest mountains and glaciers are seen in close proximity with the sea. A girdle consisting of numerous islands, some of which rise to a height of several thousand feet, here stretches far out to sea, while the fjords extend as far in the opposite direction, reaching to the bases of the lofty inland mountains.

A trip to *Bodø* and as far as *Lødingen* in the *Lofoden Islands* will thus comprise some of the most characteristic features of these northern regions; but, if possible, the voyage should be extended to *Tromsø* and *Hammerfest* for the sake of seeing the *Lyngenfjord* and the island scenery of the *Arctic Ocean*, the finest of the kind in Europe. But the *North Cape* itself forms the most natural limit to the journey. Europe there terminates, and the Arctic regions begin; and there, too, the sublime scenery of the Norwegian coast may be said to culminate, as that of the N. and N.E. coasts begins to show a falling off in point of grandeur and interest.

A protracted voyage among the fjords is often productive of a kind of physical and mental lethargy, which sadly mars the traveller's enjoyment and is not easily shaken off, while the confinement, the not unfrequent overcrowding and want of ventilation, and the daily round of meals at the table d'hôte are very apt to become irksome. Even beyond *Throndhjem* every possible opportunity should be taken of breaking the voyage by excursions on land; and a voyage to any distant station and back by the same

steamer should by all means be avoided. Travellers by the tourist-steamers have time to pay short visits to the Torghætten and the camp of the Lapps at Tromsø, and to ascend the North Cape. But a longer interruption of the journey is possible to passengers by the mail-steamers, who may land at the best points for excursioning, as for example Bodø, Svolvær, and Tromsø, and either spend a few days at each and go on by the next steamer, or continue their journey by inland routes and local steamers.

BREAKS IN THE VOYAGE. Among the more interesting of such breaks may be mentioned: —

\*1. Journey by Land from *Thronthjem*, or from *Værdalsøren*, to *Namsos*; visit to the *Fiskumfos* (p. 222).

\*2. Visit to the *Torghætta* from *Somnæs* or *Brønøssund* (this excursion, taking a few days, can be more conveniently made from the tourist-steamers; p. 230).

3. Visit from *Vigholmen* to the *Ranen fjord*, and perhaps also to the *Dunderlandsdal*, and thence to the N. to the *Salten fjord* or *Beieren fjord* (pp. 233, 237).

4. Excursion to the *Hestmandsø* from *Indre Kvarø*, or from *Selsøvig* (p. 235).

5. From *Grønø* to the glacier of *Svartisen* (see p. 235).

6. From *Bodø* to the *Saltstrøm*, and from *Fuske* to the *Sulitjelma* (pp. 238, 239).

\*7. From *Svolvær* to the *Lofoden Islands*, a magnificent trip of 2-3 days (p. 243).

8. From *Lødingen* to the *Ofotenf* (p. 246).

9. From *Søveien*, in the interior of the *Salangen fjord*, by a good road through the *Barduelvsdal* and *Maalselvsdal* to the *Rostavand*, and to *Maalselv* on the *Malangen fjord*; thence by a rough road to the *Balsfjord* and the *Lyngen fjord* (pp. 247-253).

\*10. From *Tromsø* to the *Tromsdal* with its herds of reindeer, and, if possible, thence to the *Lyngen fjord* (pp. 251-253).

\*11. Visit to *Tyven* from *Hammerfest* (p. 256).

\*12. The ascent of the *North Cape* (p. 259).

MIDNIGHT SUN. The best season for a cruise to the North Cape is between 20th June and 15th August, whether the main object of the traveller be to witness the subdued glory of the midnight sun, or to see the scenery to the best advantage. Down to the middle of June the mountains are almost all covered with snow, and the vegetation in the valleys is imperfectly developed, and after the middle of August the nights become longer and colder; but the intervening period forms one unbroken day, during which the weather is often warm and genial. The midnight sun, which is visible within the Arctic Circle (66° 50') only, is partially or wholly seen from the sea-level within the following dates (those for the North Cape, however, being reckoned for a point 1000 ft. above the sea): —

Places	For the first time.			For the last time.		
	Upper Margin	Centre	Whole Disc	Whole Disc	Centre	Upper Margin
<i>Bodø</i>	30th May	1st June	3rd June	8th July	10th July	12th July
<i>Tromsø</i>	18th	19th May	20th May	22th	24th	25th
<i>Vadsø</i>	15th -	16th	17th	26th	27th -	28th
<i>Hammerfest</i>	13th	14th	16th	27th -	28th -	29th
<i>North Cape</i>	11th	12th	13th	30th -	31st	1st Aug.

It need hardly be observed that travellers desirous of seeing the midnight sun should not postpone their journey till the latest possible date, as clouds and mist, as well as intervening mountains and islands, too often conceal the horizon and cause disappointment. A height of several hundred feet of course commands a better view than the deck of the steamer, and enables the spectator to see the midnight sun about one day earlier and later in the season than is otherwise possible. The sublimity of the spectacle, when witnessed in all its majesty, produces an impression never to be forgotten, and has been finely described by Carlyle, Bayard Taylor, and many other writers, while *Tegnér's* lines on the subject are remarkable for their extreme simplicity: —

‘Midnattssolen på bergen satt,  
Blodröd till att skåda;  
Det var ej dag, det var ej natt,  
Det väjde mellan båda.’

(Literally: — ‘The midnight sun sat on the mountains, blood-red to behold: ’twas neither day nor night, but a balance between them.’)

Travellers will do well to supplement the small-scale maps accompanying the present volume, by procuring *Cammermeyer's Reisekart over det nordlige Norge* (scale 1 : 800,000; price 4 kr.); see p. xxviii.

### I. From Throndhjem to Bodø.

76 M. (304 Engl. M.). STEAMBOAT in 2 days; comp. p. 223. Intending passengers should bear in mind that when a vessel is advertised to sail on a certain day, the very beginning of that day, or what is usually called the midnight of the preceding day, is frequently meant. The direct distances from Throndhjem are prefixed to each station. Between Christiania or Christiansand and Bergen there are 4 stations, between Bergen and Throndhjem 6-10 stations; between Throndhjem and Bodø 17-25, between Bodø and Tromsø 12-16, between Tromsø and Hammerfest 3-6, and between Hammerfest and Vadsø 19; or in all 63-90. For distances between the small stations, see ‘Communicationer’.

As the voyage through the outer Throndhjem Fjord and along the coast beyond is at first comparatively uninteresting, the traveller is recommended to secure some sleep at this stage. If the boat starts at night he should seek his berth in good time the evening before. The first stations on the N. bank of the fjord are (3 M.) *Rødbjergset*, with the ruined convent of *Rein*, and *Beian* (p. 173), where travellers from the S. can join the steamer from Throndhjem, without proceeding to that town. Beian is situated on the S. extremity of the peninsula of *Øreland*, to the N.E. of which stretch-









es the *Skjørenfjord*. Not far from the steamboat-station is *Gaarden Østeruat*, a place famed in the annals of Norway (the scene of the drama 'Fru Inger til Østraat', by Henrik Ibsen, whose 'Kongsemnerne' is also partly enacted in and near Throndhjem).

The vessel now steers to the N., skirting the extensive peninsula of *Fosen*, formed by the sea and the long fjord of Throndhjem. To the W. are the islands of *Stor-Fosen* and the *Tarv-Øer*, and farther on is the *Fro-Hav*, a wide channel bounded on the W. by the *Fro-Øer*.

12 M. *Valdersund*. The *Nordlandsjægte*, with their peculiar raised cabins (*Veng*), and rigged with a single square-sail (*Raaseil*) and a topsail (*Skværsegl* or *Topsegl*), are frequently seen here on their way to the Tydske-Bryg or German Quay at Bergen (see p. 73), deeply laden with wood and dried fish (*Klipfisk* and *Rundfisk*, comp. p. 242). Part of their homeward cargo often consists of coffins, filled with bread and *Kringler* (a kind of rusk). These vessels, both in build and rig, are the lineal descendants of the piratical craft of the ancient Vikings.

15 M. *Stoksund i Bjørnør*, with the marble-quarries that furnished the material for Throndhjem cathedral (see p. 216). Of four caverns here the largest is *Harebakhulen*, at the gaard of *Harebuk*. To the W. lie the *Stokø* and *Lindnæsø*.

17 M. *Syd-Krogø*. Fish spread out on the rocks to dry (*Klipfisk*), begin to be seen here. In winter they are hung on *Hjelder*, or wooden frames, for the same purpose (thence called *Stokfisk*). Eider-ducks abound.

21 M. *Ramsø*. The black and white rings on the rocks (*Tørneringe*), resembling targets, indicate the position of iron stanchions for mooring vessels (*Mærker*). The maintenance of these rings (*Ringvæsen*), like that of the lighthouses and pilots (*Fyrvæsen*, *Lodsvæsen*), is under the supervision of government. The number of lights required in the 'Skjærgaard' is, of course, very large. For the next two hours the vessel traverses the open and sometimes rough *Foldensjø*, which is prolonged towards the N.E. by the *Foldenfjord* (not to be confounded with the fjord of that name to the N. of Bodø, p. 240).

25 M. *Bjørø*. Here, and farther to the N., we often observe white marks on the rocks, and sometimes white planks in the water, the object of which is to attract the salmon, which mistake them for their favourite waterfalls and are thus decoyed into the nets (comp. p. 113).

Beyond *Bjørø* the steamer's course is again 'indenskjærs'. To the right is the island of *Skjeingen*. We now steer to the S.E. into the *Namsenfjord*, which is separated from the *Rødsund* to the N.E. by the long winding island of *Otterø*. As usual, the scenery improves as the fjord is ascended, and the steamer soon stops at the charming little town of —

## 31 M. Namsos (p. 221).

FROM NAMSOS TO KONGSMO on the *Indre Foldenfjord*, a small steam-boat once a week (Frid. 3 a.m.). The fjord is very narrow and picturesque, resembling the *Lysefjord* near Stavanger, and is nearly 12 sea-miles in length. Stations: *Servig*, *Seierstad*, *Lund*, etc. From the terminus *Foldereid* we can proceed by boat-skyds to *Kongsmo* whence a road leads by *Høland* and *Overhalden* to Namsos; from *Aavatsvand*, on the *Eidsvand*, a little beyond *Høland*, a path diverging to the left crosses the hills to (5-6 hrs.) *Fiskumfos* (p. 222).

Steering to the W. we next touch at *Foslandsosen*, then thread the very narrow *Rødsund*, traverse the *Foldenfjord* with its maze of islands, and reach *Apelvar*, on a small island at the mouth of the *Indre Foldenfjord*.

The steamer, which generally performs this part of the voyage at night, now threads its way through an infinity of small islands. To the right the island of *Narø*, with the parsonage of the same name. The next station is *Rørvik*, on the island of *Indre Vigten*, to the W. of which are the islands of *Mellem Vigten* and *Ytre Vigten*, on which rise the *Sulafjeld* and *Dragstind* (450 ft.). On the left, farther on, is the *Leckø*, where a curiously shaped mountain is said by tradition to represent a giantess who was pursued by her lover, while her brother attempted to rescue her. The '*Torghætta*' (see below), or hat of the latter, having been pierced by an arrow shot by the amorous '*Hestmand*' (p. 235), the sun shone through the aperture and metamorphosed the distressed maiden into stone, the pursuer being at this juncture only 105 English miles off! In passing the giantess the natives sometimes raise their hats with mock ceremony.

36 M. *Gutvik*. On the right, farther on, is the *Bindalsfjord*, with its numerous ramifications, the boundary between *Nordre Throndhjems Amt* and *Helgeland*, the *Halogaland* of early Norwegian history, which extends to the N. to the promontory of *Kunnen* near *Bodø* (p. 236).

Twice weekly the steamer '*Torghatten*' from *Brønnø* (see below) plies on the *Bindalsfjord* as far as *Teraak*, to the S.W. of *Vatsaas*. Thence towards the N.W. runs the *Thosenfjord*, a huge mountain-cleft,  $1\frac{3}{4}$  sea-miles in length, extending to *Thosbotn* and *Gaarden Thosdal*, from which the traveller may proceed with a guide to *Hortskarmo* in the *Sveningsdal* and *Mosjøen* on the *Vefsenfjord* (p. 232) in  $1\frac{1}{2}$ -2 days. The ascent from *Gaarden Thosdal* is extremely steep, and on the E. side of the mountain there is a very troublesome ford across the *Gauvaselv*.

From *Gutvik* the steamer steers towards the island of *Torgen* with the *Torghætta* ('market hat'), one of the most famous islands of the Nordland, situated in  $65^{\circ}24'$  N. latitude. It resembles a hat, about 800 ft. in height, floating on the sea, and is pierced about halfway up, from N.E. to S.W., by an aperture known as *Hullet* (formed by the '*Hestmand*'s' arrow; see the legend above mentioned), through which, in passing between the island and the mainland, the passenger can see the sky on the other side. The height of this curious natural tunnel at the E. entrance, according to *Prof. Mohn*'s measurements, is about 62 ft., in the middle

203 ft., and at the W. end 246 ft. The sides are flat at most places, nearly perpendicular, and here and there look as if they had been artificially chiselled. 'At the entrances are huge heaps of rocky rubble (*Ur*), but in the cavern itself there are but few blocks of rock. The view of the sea with its countless islands and rocks, seen from this gigantic telescope, is indescribably beautiful and impressive'. (*Vibe*, 'Küsten u. Meer Norwegens'; Gotha, 1860, with two views of the island. See also *Friis*, 'Kong Oscar II's Reise'; Kristiania, 1874.) On the island is *Gaarden Torget* (good quarters), near which are a burial-place and a few reminiscences of antiquity. The tourist-steamers afford their passengers an opportunity of landing to inspect the rock-tunnel; but passengers by mail-steamer who intend to visit the island must disembark at *Sømnæs*, by which they lose several days. The Hamburg-Vardø steamer does not touch at *Sømnæs*.

(41 M.) *Sømnæs*, a charmingly situated place, to the S.E. of the *Torghætta*, with smiling meadows and corn-fields. Thence we steer through the *Brønøund* to

42 M. *Brønø* (65°28'), which boasts of a pastor, a doctor, and a telegraph-office. The telegraph is of great importance to the natives. On the arrival of a *Sildstim*, or shoal of herrings, they frequently have to telegraph for extra supplies of salt and barrels, which are then sent by steamers chartered for the purpose. On the shore are often seen the isolated cottages of the *Strandsiddere*, who live exclusively by fishing. Inland settlers are called *Opsiddere* or *Nysiddere* by way of contrast. The steamboat 'Torghatten' maintains regular communication between *Brønø* and the surrounding islands and coast villages.

A visit may be paid from *Brønø* to the grand *Velfjord*, on which the steamer 'Torghatten' plies twice weekly, touching at *Rørø*, *Ei-Sæterland* (at the entrance to the *Skillebotn*, at the end of which there is a quarry of excellent bluish-white marble), *Nævernæs*, and (11 Kil.) *Hegge* (good quarters at the landhandler's) near the church of *Nøstvik*. — In the *Tidingdal*, one of the innermost branches of the *Velfjord*, which is there called the *Store Bjørga*, the valley ascending from the fjord suddenly rises to a height of 438 ft., and over this terrace is precipitated the *Tidingdalsfos* in a single leap. — From the *Velfjord* to the N. diverge the *Oksfjord* and the *Storfjord*, two long and wild creeks, which may also be explored from *Salbu*. — From *Bjørgeøren*, at the end of the *Store Bjørga*, a fatiguing mountain-route crosses to *Hortskarmo* in the *Sveningsdal* (see above). — From *Hegge* the traveller may walk to the S. to *Næversted* on the *Urfjord*, row thence to *Somnhoved*, and walk to *Sømnæs*, the steamboat-station to the E. of the *Torghætta* (p. 230).

Some of the steamboats next call at *Tilrum-Markedplads*, to the N. of *Brønø*, others at —

45 M. *Rørø*, on the large mountainous island of *Vægen*, to the W. Most of the vessels then steer past the *Velfjord*, in which, to the right, rises the huge *Mosakselen*, while on the N. side are the *Høiholmtinder*. They then pass between the island of *Havnø* and the mainland, on which lies —

47 M. *Forvik* or *Vivelstad*. Near *Vistnes*, farther on, opens the

*Østerfjord*, from the head of which a path crosses the mountains to the *Lakaadal* and the *Eiteraadal* in the district of *Vefsen* (see below). The steamer now approaches the imposing Seven Sisters (see below), which have long been visible in the distance. To the E. towers the conspicuous *Finkna* (3880 ft.). The vessel crosses the *Vefsenfjord*, passes on the right a hill remarkable for its red colour, and stops at the flat island of —

47 M. *Thjotø*, formerly the property of *Haarek of Thjotø*, a well-known character in early Norwegian history.

The Hamburg steamboats skirt the W. side of the large island of *Alsten*, touch at *Søvik*, and then at (51 M.) *Sandnæsøen*, at the N. end of the island, near which are the old church of *Stammæs* and the district-prison. The view from this point of the Seven Sisters is strikingly grand. At the S. end of *Alsten* (65 Engl. sq. M. in area; 1500 inhab.) is the church of *Alstuhou* (5 Engl. M. from *Søvik*, 12 M. from *Sandnæsøen*), where *Peter Dass*, the famous author of 'Nordlands Trompet' (published for the first time in 1739) was pastor from 1689 to 1708. This work contains a most accurate description of this province of Norway in poetic garb, and will be found an invaluable travelling companion by persons acquainted with the language. (Best edition by *Eriksen*; Christiania, 1874.) On the *Haugnæs*, near the church, is the so-called *Kongsgrav*. — About 4 Engl. M. from *Sandnæsøen* is *Guarden Botnet*, the best starting-point for the ascent of the northernmost of the \*Seven Sisters (*Syv Søstre*), which rise to a height of upwards of 3000 ft. There are in reality six mountains only, but the summit of one is divided into two ridges. The highest summit is called the *Digertind*. The view from the top is one of the grandest and most peculiar in the Nordland.

From *Søvik* the small steamer 'Helgeland' ascends (on Wed. and Thurs.) the *Vefsenfjord* viâ *Sandnæsøen* to *Vefsenbunden* near *Mosjøen*, at its S.E. end. The scenery is very imposing, and in the interior of the fjord the mountains are beautifully wooded. From *Mosjøen*, near which are several large steam saw-mills, a good road leads to the *Tustervand* and to *Stornes* on the *Røsvand*, which ranks next to Lake *Mjøsen* in point of area. From *Stornes* the traveller may ascend the *Brurskanke* and the *Kjeringtind*, on the W. side of the lake, and then follow the course of the *Røsa*, the discharge of the *Tustervand* and *Røsvand*, towards the N. to *Røsaøren* on the *Ranenfjord* (p. 233). About halfway thither a digression may be made to the E., up the course of the *Bjøråa*, for the sake of ascending the imposing *Ørtinder*; but these peaks are more easily reached from *Røsaøren* and through the *Leerskardal*.

On other days this steamer plies on the *Ranenfjord* (see below) and also goes to the W. to *Hersøen*. The fishery at *Aasvør*, to the W. of *Dynnes*, and on the 'Skallen' ('fishing banks') in December and January is very productive. At that season no fewer than 10,000 fishermen sometimes congregate here, and within a fortnight or three weeks they catch as many as ten million herrings (200-250,000 barrels). The greatest Fair in the Nordland takes place on 2nd July annually in the *Bjørn-Marknadsplads* in the island of *Dynnes*, and is largely attended by the country-people from far and near, and by their servants, who are in the habit of specially stipulating in their contracts for 'Markedsferier' or 'fair holidays.' The

fairs in the Nordland were formerly called *Ledingsberge* (*Lensberge*), because the taxes (*Leding*) of the inhabitants were paid at them.

53 M. *Kobberdal* on the island of *Løkten*, the next station of any importance, commands a view, towards the E., of the *Ranen-fjord*. The Hamburg steamers do not enter this fjord, but the other large steamers frequently visit the more important stations.

The *Ranenfjord* (anciently *Radund*) is famous for its timber, and yields the material of which almost all the boats, houses, and coffins between this point and Vadsø are made (boats, see p. 234). The principal stations are *Hemnes* and *Mo*, of which the former is 4, the latter 8 sea-miles from Vigholmen. The scenery becomes more attractive as we ascend the fjord.

*Hemnes* (good quarters at Landhandler Nilsen's), with a new church. Round the church are several small cottages, erected for the accommodation of peasants from a distance, who arrive here on Saturday evening to attend divine service on Sunday. Excursions hence to *Resauøren* and to the *Oxtinder* (p. 232).

*Mo* (rooms at Landhandler Meyer's) carries on a considerable trade with *Sorsele* in Sweden viâ *Umbugten* and the *Bonæs Pass*. Railways to Thronhjelm to the S., to the *Földenfjord* to the N., and even across the Bonæs Pass into Sweden are projected. — The following stalactite caverns ('Drypstenshuler') may be visited from *Mo*: the *Risagrotte* on the *Langvand*, near *Hammernæs* (7 Engl. M.); the *Laphul*, near *Gaarden Bjørnaa*, and opposite to it another by *Gaarden Guntien*, both in the valley of the *Rødvaselø*. An excursion may also be taken to the glacier of *SVARTISEN* (p. 235) by rowing to the end of the *Langvand* and following the valley to the N. as far as *Fisktjeramo*. A glacier-pass crosses hence to the end of the *Melfjord* (p. 235).

Another excursion is to the *Svartisvand*, a lake into which an offshoot of the *Svartisen* Glacier descends. (Forbes's Norway, p. 228.)

To the N.E. of *Mo* extends the interesting *Dunderlandsdal* (the Finnish word *Tunduri*, and the Lappish *Duodar* signifying mountain), a broad valley, the central point of which is *Bjældeaanes*. Several of the streams in this valley disappear in caverns formed by the erosion of the marble from the surrounding mica-slate, and suddenly re-appear lower down. This is the case with the *Stilvasaa*, near *Gaarden Storforshei* in the *Skogfrudal* (about 15 Kil. from *Mo*), where there is a very curious, but now ruined mill. Near it is the *Urtvand*, an interesting forest-girt lake. Farther W. is the *Eiteraa*, which drives mills immediately on its egress from the bowels of the earth. In the vicinity are *Typhelleren* ('thieves' grotto') and an interesting *Ravine*, with an icy current of air through it, where the rushing of the subterranean water is distinctly heard. A third stream of the same kind is the *Pruglæa* near *Gaarden Jordbro*. By the *Prugtheibro* are about fifty water-worn *Jættegryder* ('giant cauldrons'), called by the Lapps '*Kadniha Basalam Garre*', or the wash-tubs of the mountain-women.

From *Bjældeaanes* (55 Kil. from *Mo*; carriage-road without stations) we may visit the *Stormdalsfos* and the Marble Grotto at its foot, near the *Brediksfjeld*. The *Urtfjeld*, reached by crossing the *Stormdalshei*, and the *Brediksfjeld* command uninterrupted views, embracing the *Svartisen* and the *Lofoden* Islands. An excursion is recommended to the *Svartisen*, which descends to the *Kvitvaselvdal*, and to its ice-fall on the slope of the *Magdajoktind*.

From *Bjældeaanes* it is a day's ride to (55 Kil.) *Storjora* in the *Beieren-dal*. The route follows the *Bjældeadal*, passes the *Nedre* and *Øvre Bjældeavand*, and traverses the *Øvre* and *Nedre Toldaadal*, past *Toldaa* and *Ausbakke*, to *Storjora* (good quarters at the under-forester's). From *Storjora* to *Soløen* (with the church of *Beieren*, p. 237) 11 Kil. more.

From *Bjældeaanes* to *Almindingen* in the *Saltdal* is also a long day's journey, during which the traveller meets no one but workmen employed on the telegraph. The route leads either through the *Bjældeadal* (following

the telegraph-wires), or through the *Gubbelaadal*, *Randal*, and *Lønesdal*, which last forms the upper end of the *Saltdal*. Below the junction of the *Saltdal* and *Junkersdal* lies *Gaarden Berghulnæs*; thence to *Almindingen* and *Rognan*, see p. 239. — From *Berghulnæs* the traveller should proceed to the E. to the *Junkersdals-Gaard*, in the *Junkersdal* (14 Kil.; good quarters). The bridle-path thither leads through the *Ur*, one of the grandest rocky ravines in Norway, formed by the *Kjernfjeld* to the E. and the *Solvaagfjeld* to the W. (4-5000 ft. high). The route is very dangerous in winter owing to the frequency of avalanches (*Snaskred*). The valley is named after the 'Amtmand', or governor, *Junker Præbend von Ahn*, who during a war with Sweden was encamped here with a body of troops. Farther up, the valley is called *Graddis*, and is traversed by a bridle-path to Sweden, much frequented in winter, and provided with several 'Fjeldstuer'. Many settlements of *Lapps* are to be met with on the heights in the *Dunderdal* and *Saltdal*, where acquaintance may easily be made with their *Gammer* ('earth-huts') and their mode of life (comp. p. 251). — From the *Junkersdal* to the *Saltdal*, see p. 240.

The next station, a little to the N. of the *Ranenfjord*, is —

55 M. *Vigholmen* (good quarters), charmingly situated. The *Ranvæningsbaade*, pointed skiffs with lofty bows, recalling the Venetian gondola, are built here. They are called *Fjering*, *Sexring*, or *Otring*, according as they have four, six, or eight oars (each pair wielded by one rower), these words being contractions of the numbers 4, 6, 8, in composition with *æring*, a termination from *Aar* ('oar'). These boats were formerly amazingly cheap, and even now a substantial 'Sexring' can be bought for 40-50 crowns. The *Fembøring* (or *Fembyrding*), a heavier kind of boat, used in the *Lofoden* fishery, and accommodating five men, is also built here. As might be expected, the Norwegian boatmen are much more adroit in the management of their craft than most other continental oarsmen.

From *Vigholmen* the steamboat steers to the N.W. between the islands of *Huglen*, *Hannesø*, and *Tombø*. To the E. are seen the S.W. spurs of the *Svartisen*, and to the W. the singularly shaped islands of *Lovunden* and the group of *Threnen* (*Threnståvene*). The former, upwards of 2000 ft. high, is 20 Engl. M., and the latter, a group which is equally lofty, consisting of four rocky islands, 30 Engl. M. distant; but both seem quite near in clear weather. These islands are the haunt of dense flocks of sea-birds (*Lunnen*, *Lundefugle*, *Mormon Arcticus*), which nestle in the clefts of the rocks and are caught by dogs trained for the purpose.

The precipitousness of *Lovunden*, the summit of which appears to overhang the water, has given rise to the saying —

'Se! hvordan han luder den gamle Lovund!'

('See how it overhangs, the ancient Lovund!')

Another saying is —

'Hestemanden lute, Lovunden lute, og Trenen er længere ute.'

('The Hestemand blows his horn, the Lovund overhangs, and the Thren lies farther out.')

See *Peter Dass*, 'Samlede Skrifter'; Kristiania, 1874; vol. i., p. 94.

*Lovunden* and *Threnen* are inhabited by fishermen only. On one of the latter group of islands there is a church, where the pastor of *Lurø* occasionally performs divine service. These islands may be visited from the station *Indre Kragerø*, but the passage of

the *Threnfjord* is often rough. The coasting steamers sometimes touch at Lovunden. — *Sandflesen*, a mythical island like *Gunillas Øar* in Frithjofs Saga, overrun with game, and with shores abounding in fish, is said to lie to the W. of Threnen.

In steering towards the *Kvarøer* the steamboat traverses the *Stegfjord*, the passage between the *Lurø* on the left and *Alderen* on the right, and we soon come in sight of the \**Hestmandsø* (1750 ft.), which is perhaps the most interesting island in this archipelago. To the right, on a projecting peninsula of the mainland, lies —

59 M. *Indre Kvarø*, a lonely place, from which visits may be paid to the Melfjord (see below), the *Lurø*, Lovunden, Threnen, and the Hestmand. The 'horseman's island', seen from the W., resembles a rider with a long cloak falling over his horse (see the legend mentioned above). The summit is said to be inaccessible, but an attempt to reach it might be made from *Gaard Hestmoen* on the S. side of the island. The view from it must be very grand, as even that from the ridge below the head of the horseman embraces the whole of the archipelago and the imposing Svartisen on the mainland. Those who visit the *Lurø* should ascend the mountain (2110 ft.) at the back of *Gaarden Lurø*, which lies  $1\frac{1}{2}$  Engl. M. from the harbour. The view is extolled by *L. v. Buch*. — The *Arctic Circle* ( $66^{\circ} 50'$ ), which we now cross, passes through the islands of Threnen and a little to the S. of the Hestmandsø.

Magnificent as the scenery has hitherto been, it is far surpassed by that of the \**Svartisen*, which the steamer now skirts for several miles. This part of the voyage appears to greatest advantage when performed at night, so that passengers have an opportunity of observing the effects of the midnight sun. Svartisen is an enormous mantle of snow and ice, resembling the Jostedalsbræ and the Folgefond, about 44 Engl. M. in length and 12-25 M. in breadth, and covering a mountain-plateau upwards of 4000 ft. in height, from which protrude a few *Nuter* or *Knolde* ('peaks', 'knolls'). From this plateau descend numerous glaciers to within a few hundred feet of the sea, those extending farthest down being in the Holandsfjord. The westernmost spur of this almost unknown region is the promontory of *Kunnen* (see below), which extends far into the sea.

The first station on this part of the voyage is (60 M.) *Selsøvig*, to the right of which is the *Rangsundø*, with the *Melfjord* and its grand mountains beyond it.

The *Melfjord*, which may be visited from Selsøvig, branches off into the *Nordfjord* and the inner *Melfjord*. From *Gaarden Melfjord*, at the head of the latter, a route crosses the Svartisen to *Fisktjernmo*, and leads thence to the Langvand and to *Mo* on the Ranenfjord (see p. 233).

62 M. *Rødø*, with the '*Norske Løve*'. To the right, farther on, are the *Tjongsfjord* and the *Skarsfjord*, with their ramifications the *Berangsfjord* and *Holandsfjord*, which extend into the heart of Svartisen. Passing the *Omnesø* on the right, the steamer touches at (64 M.) *Grønø*, a picturesque and smiling island, one of the

nearest points to the Svartisen, of which it commands a striking view, and the best starting-point for a visit to its magnificent scenery. The steamer affords a view of the deep indentation formed by the *Glomfjord* (see below), and then steers through a narrow strait between the *Melø* on the left and the *Skjerpa* on the right to the promontory of *Kunnen*. Far to the N. we obtain our first glimpse of the Lofoden Islands.

From *Grønø* we may take a boat into the *Holandsfjord* as far as *Reindalsrik* (fair quarters), and thence ascend the *Reindalstind* (2100 ft.), which commands a magnificent view of the Svartisen. — A visit should also be paid to the ( $1\frac{1}{2}$  Engl. M.) *Fondalbræ*, with its huge ice-caverns.

From *Glommen*, at the head of the *Glomfjord* (also reached by boat from *Grønø*), which does not penetrate so far into the Svartisen, the dreary *Dokmodal* or *Arstadal* may be ascended and the mountains crossed (without difficulty, though no path) to (30 Kil.) *Beierens Kirke* (*Solsen, Arstad*, p. 237), at the head of the *Beierenfjord*.

The promontory of \**Kunnen* or *Rotknæet* (1995 ft.) forms the boundary between the districts of Helgeland and *Salten*, and at the same time possesses a climatic and geographical importance similar to that of the promontory of *Stadt* in the *Søndmøre* (p. 169). From this point there is a 'Havseie' ('sea glimpse'), or opening in the island-belt, through which a view of the open sea is obtained and its motion sometimes felt. To the N. the *Fuglø* comes in sight, and  $5\frac{3}{4}$  sea-miles beyond it the island of *Landegode*, resembling 'two gigantic buoys which mark the entrance to the *Saltenfjord*'. The atmosphere here is often remarkably clear. — The opening in the 'Skjærgaard' is soon passed (generally at night), and we next observe on the left the *Fuglø*, the *Fleina*, and the *Arnøer*, and on the right the church of *Gildeskual* and the large island of *Sandhorn*, the highest mountain in which is called *Sandhornet* (3295 ft.). The *Beierenfjord* (p. 237) may be entered either on the S. or the N. side of this island. This fjord and the promontory of *Kunnen* form the northernmost limit of the silver fir. — We now enter the *Saltenfjord*, obtaining a view in clear weather of the snow-mountains around the *Sulitjelma* (p. 239) to the E., and soon reach the curious rocky harbour of —

76 M. *Bodø* ( $67^{\circ} 17'$ ; *Nilsen's Hotel*, R. 1, S.  $1\frac{1}{2}$  kr.), a busy and increasing place, with 1500 inhab., the seat of the Amtmand or provincial governor, and a telegraph-station. The annual mean temperature here is  $37^{\circ} \frac{2}{5}$  Fahr., that of July  $54\frac{1}{2}^{\circ}$ , and that of January (not colder than Christiania)  $32^{\circ}$ . The large modern buildings contrast strangely with the old cottages with their roofs of turf (*Næver*). The stone church is very ancient, and contains several old pictures and the coats-of-arms of some Danish families. Almost all the steamers coal at *Bodø*. Passengers who do not intend making any stay here will at least have time to disembark and ascend (with guide) the \**Løbsaas*, a hill 1 hr. to the N. of the town, which commands a view of the Lofoden Islands to the W., of the *Blaumandsfjeld* (*Olmajalos*, 5350 ft.), a snowy range adjoining

the Sulitjelma (which is not itself visible) to the E., of the Børsvatnstinder to the S.E. and the Sandhorn, with the Svartisen, to the S. (A similar view, though less extensive, is obtained from the fields, 5 min. to the S. of the town.) Geologists will be interested in the erratic blocks of syenite in the midst of a rock-formation of slate. The town is supplied with water from a neighbouring lake. — A pleasant excursion may be made hence to the (6 Kil.) *Vaagevand*, on the bank of which is a club-hut.

A road leads to the S.E. to ( $1\frac{1}{2}$  hr.) the *Church of Bodø* and the *Præstegaard*, at which Louis Philippe, when travelling as a refugee under the name of Müller (accompanied by Montjoye, who called himself Froberg), was entertained on his voyage to the North Cape in 1796. A room in the house is still named after him. On the S. wall of the church is the monument of a former 'Præst' (d. 1666). Beyond the church the road traverses a pleasant tract, with rich vegetation, on the bank of the Saltenfjord (see below). Herrings and small whales are frequently seen in the fjord here (p. 226).

Bodø is a good starting-point for a number of very interesting EXCURSIONS, of which the two following are the most important. Comp. the *Maps*, pp. 228, 240.

### 1. FROM BODØ TO THE BEIERENFJORD.

This fjord, a profound mountain-chasm, not unlike the Geiranger Fjord, is most conveniently visited by the steamer '*Salten*', which usually leaves Bodø on Tuesday and Friday mornings, touches at *Skaalland*, *Rosnæs*, *Sandnæs*, *Kjelling*, and *Tvervik*, and returns the same day (6 hrs. there and back). Travellers intending to visit the inner Fjord must leave the steamer at Tvervik, and after having performed the round described below, await there the next steamer on its return voyage.

Crossing the Saltenfjord, we skirt the island of *Sandhorn*. Stations *Skaalland*, on the left, and *Sandnæs*, in the island of Sandhorn. We now enter the \**Beierenfjord*, a narrow inlet flanked by most imposing mountains. The narrowest point is at *Gaarden Eggesvik*. The last station is *Tvervik*, whence the steamer returns to Bodø. From Tvervik we row to (3 Kil.) *Soløen* (good quarters at Landhandler Jentoft's), whence we may ascend the *Høitind* (4120 ft.; with guide), which commands a magnificent view of the mountain-solitudes extending into Sweden, of the Svartisen to the S., and of the sea with its numerous islands to the W., including even the mountains in the Lofoden islands, 17-20 sea-miles distant; or we may row to *Arstad*, where there is a skyds-station and a fine waterfall. The road leads thence through a picturesque valley, past *Beierens Kirke* (with *Gaarden Moldjord* adjacent), to *Storjord*. *Aasbakke*, and (about 20 Kil.) *Toldaa* (p. 233).

### 2. FROM BODØ TO THE SALTENFJORD AND SKJERSTADFJORD.

The steamboat '*Salten*' usually leaves Bodø on Wednesdays and Saturdays for *Rognan* at the S. end of the *Skjerstadvfjord*, where the *Saltida* begins, and returns thence to Bodø at night. Stations: *Valosen*, *Løding. Strøm*, *Skjerstad*, *Venset*, *Fuske*, *Leifset*, and *Rognan*.

An equally good plan of visiting the Saltstrøm is to drive from Bodø (telegraph beforehand if possible for carriage) to (17 Kil., 1½ hr.) *Kvalvåg*; thence by sailing-boat in 1-1½ hr. to *Strøm* (see below). In this case the excursion takes 6-8 hrs.

The **Skjerstad Fjord** is the western prolongation of the *Salten-fjord*, from which it is separated by the *Strømø* and the *Godø*, to the N. of the *Strømø*. Between these islands and the mainland are three very narrow straits, the *Sundstrøm* (200 ft. wide), the *Storstrøm* (500 ft.), and the *Godøstrøm*, through which an enormous mass of water has to pass four times daily, forming a tremendous, roaring cataract, commonly known as the **Saltstrøm**, as each tide pours in or out of the fjord. The usual rise of the tide here is 5-6 ft. only, but when it increases to 8-9 ft., as in the case of spring-tides, the scene is a most imposing one. The steamboat can pass through these straits during an hour or so at high or at low tide only, and times its departure from Bodø accordingly (from 4 to 10 a.m.). The Saltstrøm is described by *Schytte* in 'Bodøs Beskrivelse', by *Sommerfelt* in 'Saltdalens Beskrivelse', by *Vibe* in his work on the sea and coast of Norway, and by other writers.

To view the Saltstrøm, which far surpasses the famous *Malstrøm* (p. 245) on the coast of the Lofoden Islands, we must disembark at *Strøm*, and wait for several hours (quarters at Landhandler Thomson's). The best point of view, to find which a guide is necessary, is about ¾ M. from *Strøm*. The scene is most effective when the water is pouring into the fjord, when thousands of waterfowl hover about, fishing in the troubled waters. A granite column at *Baksundholm* commemorates the visit of Oscar II. in 1873. (*Früis' Reise*). The ascent of the *Børsvatnstinder* to the S. of *Strøm* is recommended.

*Skjerstad*, on the S. bank of the fjord named after it, lies at the entrance to the *Misværfjord*, a bay of the fjord. Opposite, to the W., is the old gaard of *Lønæs*, with an ancient burial-place. The steamer then recrosses the fjord to —

*Venset* (good quarters at Koch's). About 5-6 Kil. farther is *Sinesgavlen*, a promontory of conglomerate, a formation which also occurs in the *Kjætnæs*, 14 Kil. to the S. — The steamer next touches at —

**Fuske** (slow skyds-station), on the N. bank of the fjord, whence a road leads by the *Fuskeid* to *Dybvik* on the *Foldenfjord* (*Sørfolden*, p. 240).

Fuske is also the starting-point for an —

EXCURSION TO THE SULITJELMA, which, in spite of inevitable privations (bad sleeping quarters), is well worth undertaking. Leaving Fuske by boat-skyds (to be obtained at Andresen's) we cross the *Finnoid*, where there is a fine waterfall, past which runs a wooden slide (*Lapp muorka*) for the purpose of drawing boats up to the lake across the isthmus. We then row on the *Nedre Vand* to *Moen*, at its upper end, and over the *Øvre Vand*. The route traverses the

district called *Vattenbygden*. At the head of the Øvre Vand is (3 hrs. from Fuske) *Skjønstaa*, the last skyds-station, where the night is spent. Next day we walk to (1½ hr., guide) *Skjønstaadal*, where we hire a boat to Fagerlid. The starting-place is about ½ hr. from Skjønstaadal. Our picturesque course leads first up the swift stream issuing between steep banks from the Langvand and interrupted, here and there, by rapids, where we disembark for a short passage by land. We then ascend the *Langvand* itself, on whose banks are numerous waterfalls and gaards. In 3 hrs. (5 hrs. from Skjønstaa) we reach the upper end of the lake with the gaards *Fagermo* and *Fagerlid* (quarters at Opsidder Sørensen's, whose son Peder is an excellent guide).

The ascent of the *Sulitjelma* (from two Lapp words '*Sullui* *Čielbma*' signifying the 'threshold of the island world') from this point requires 13 hrs. (there and back) and is neither extraordinarily fatiguing nor dangerous. In 2 hrs. we reach a lofty plateau, with a fine view of the Langvand, the Svartisen, and the Sulitjelma group; 2 hrs. more brings us to the foot of the southern peak; and after another 2 hrs. steep climb over loose stones we reach the summit (5320 ft.), and enjoy a magnificent prospect over a wild desolate mountain-region, with innumerable glaciers (here known as *Jækna*) and lakes. The mountain is covered with enormous masses of snow, which have forced the glacier to descend 700 ft. below the snow-line. The northern summit is somewhat higher than the southern (6150 ft.). Between them the *Salajækna* descends towards the S. to the *Lomjaaur* (2260 ft.). This lake is separated by a narrow *Eid*, the watershed (*Vand-killet*) between the Atlantic and the Baltic, from the Swedish *Pjeskaaur*. — Adjoining the Sulitjelma group on the N. is the *Olmajalos* (p. 236), with its two glaciers, the *Olmajalos* and the *Lina-Jækna*. About 30 Engl. M. to the N.E. rises the *Sarektjokko* (6990 ft.), the highest summit in Sweden. The range is formed of mica-slate. — See G. *Wahlenberg's* 'Berättelse om Mätningar och Observationer vid 67 Graders Polhöjd', Stockholm, 1808. G. v. *Duben's* 'Om Lappland och Lapparne', 1873. *Hartung & Dulk's* 'Norwegen', 1877. *Du Chailly's* Land of the Midnight Sun, 1882.

The return from Skjønstaadal to (4-5 hrs.) *Saxenvik* on the Saltenfjord, should only be attempted with an experienced guide. Fine retrospect of the Sulitjelma. From Saxenvik, we cross by boat to Rognan (see below).

**Rognan**, the last steamboat-station, where the steamer stops for 1 hr. or more, lies at the end of the Saltenfjord, on the left bank of the *Saltdalselv*, while *Saltdals Kirke* stands on the right bank. Good quarters at *Ellingen's* at *Saltnæs*, 3-4 Kil. from Rognan.

From Rognan, which is a skyds-station, we may drive up the Saltdal to (8 Kil.) *Sundby* (quarters at Larsen's, the forester).

About 18 Kil. from Rognan is *Almindingen*, a little below which, on the opposite bank of the river, lies *Evensgaarden* (good quarters). From the latter a route ascends the *Evensdal* for a short distance, and leads to the S. across the *Solvaagfjeld*, on the N.E. side of the *Solvaagtind*, to the *Junkerdals-Gaard* (p. 234), a short day's walk, with which the ascent of the *Solvaagtind* can easily be combined. — From Almindingen the road next leads to (13 Kil.) *Lerjordfald*. About 3 Kil. above Lerjordfald we cross the river near *Langsandmo* or *Troldhølen* and reach *Gaarden Berghulnæs*, where a horse and guide to Beieren and Ranen may be pro-

cured. The route now leads through beautiful pine-wood to (11 Kil.) *Storjord* (quarters at the house of the 'Forstassistent'), in the *Beierendal* (p. 233). Excursion to the *Junkersdal*, and route to the *Dunderlandsdal*, see p. 233.

The *PASSES TO SWEDEN* are very rough and fatiguing in summer. (In winter they are traversed more easily, being then practicable for *Kjærri*, or reindeer-sledges, p. 263.) Between the gaard of the last '*Opsidder*' on the Norwegian side to that of the first '*Nybyggare*' on the Swedish, the traveller must frequently ride 12 or even 20 hours. It is usual to break this part of the journey by spending a night in one of the Lappish '*Laotah*', or tents. At places, too, there are '*Fjeldstuer*', erected by government for the accommodation of travellers, where shelter at least may be procured. A guide and a supply of provisions are indispensable.

1. From the *Junkersdal*, the upper part of which is called *Graddis*, a path leads to the S.E., passing the *Godjavre*, or through the *Merkdal* to the *Sadva Lake*, *Horn-Avan*, and *Skellefteå* on the Gulf of Bothnia. On each side of the pass there is a *Fjeldstue*.

2. From the *Junkersdal* another path leads to the N.E., passing (11 Kil.) *Skuidi*, to the (17 Kil.) *Balvand*, and thence to the S.E. to the *Horn-Avan*, where it joins the above route. The *Balvand* may also be reached from the *Langvand*, at the W. end of the *Sulitjelma* group, so that a circuit from the *Junkersdal* to the *Balvand* and *Langvand*, or the reverse, may be made by those who do not intend crossing into Sweden.

3. From *Fagermo* on the *Langvand* (p. 239) a route leads past the N. side of the *Sulitjelma* group to *Quickjock* on the *Lule-Elf* in Sweden (120 Kil ; 5 days). The path leads past the *Rovigaur* and *Farrejaur* to the *Virijaur* (once the head-quarters of *Wahlenberg*, the naturalist), where Lapps with their tents are generally met with. Thence to *Njungis*, the first permanently inhabited place in Sweden, and to *Quickjock* (p. 371).

The first of these routes is the easiest, the third by far the grandest.

## II. From Bodø to Tromsø.

49 M. (196 Engl. M.). STEAMBOAT in 1½ days. There are about 30 mail-steamer stations, which are not, however, all touched at on the same voyage. The TOURIST-STEAMERS (see p. 222), steering directly from *Bodø* to the *Lofoden* Islands, pass *Henningsvær* (p. 244) and enter the *Gimsund*. Then skirting the N.W. side of the *Østvaagø*, they return through the *Raftsund* (p. 245) towards *Lødingen*.

The distances are calculated from *Thronhjelm*: comp. p. 228.

*Bodø*, see p. 236. — The mail steamer steers round the *Hjertø*, running chiefly within the *Skjærgaard*. On the left rises the mountainous island of *Landegode*.

80 M. *Kjærringø*, the first station, lies to the S. of the *Folden-fjord*, the surroundings of which are very grand. The lower part of the mountains has frequently been worn quite smooth by glacier-action, while their summits are pointed and serrated like the *Aiguilles* of *Mont Blanc*. One mountain in particular, of which *Prof. Forbes* gives a sketch ('*Norway*', p. 58), presents the appearance of an extinct crater. At the head of the *Foldenfjord* rise other huge mountains, the peak of one of which resembles the *Matterhorn*.

The *Foldenfjord* divides into the *Nordfolden* and the *Sørfolden*, to both of which a local steamer plies from *Bodø* on Tuesdays and Thursdays, in 10-12 hours. The stations are *Myklebostad* (10 Kil. to the N. of *Bodø*), *Kjærringø*, *Leines* (on the *Leinesfjord*, to the N. of *Nordfolden*), *Nordfolden*, *Røsvik* (accommodation at the Landhandler's), and *Dybvik* (at the end of *Sørfolden*, on Thursdays only). From *Dybvik* across the *Fus-*



III



IV







keid to Fuske on the Sallenfjord, see p. 238. The scenery is exceedingly wild, and there are very few signs of cultivation. — From Sørfolden the Leerfjord diverges to the N.E.; from Nordfolden branch off the Vinkefjord, with its prolongation the Stævfjord, and the Mørkesvikfjord. These fjords are almost entirely uninhabited.

Shortly before reaching (86 M.) *Grøtø* the steamboat passes through the *Gissund*, an extremely narrow strait, the bottom of which is often distinctly visible through the clear green water immediately under the steamer, and where the navigation requires great caution. It then passes between the *Engelvær* on the W. and the *Skotsfjord*, with the *Skotstinder*, on the E., steers eastwards into the *Flugsund*, bounded by the mainland on the S. and the *Engelø (Stegen)* on the N., and stops at

88 M. *Bogø*. Steering in a sharp curve round *Stegen*, we observe on the right the beautiful, but sequestered *Sagfjord*, which extends inland to *Tømmernæs*, about 4 sea-miles distant. Farther on, leaving the *Lundø* to the right, the vessel again steers out into the *Vestfjord*, which separates the chain of the Lofoden and Vesteraalen from the mainland. In clear weather a magnificent \*View is here disclosed of *Lofotvæggen* (see below), one of the most superb sights on the whole voyage. We now traverse the open fjord, unprotected by islands, which slowly contracts. To the right rises the peak of the *Hammerøtind*.

The *Lofoden* and *Vesteraalen* groups are separated from each other by the *Raftsund*, which lies between the *Øst-Vaagø* on the W. and the *Hindø* on the E., all the islands on the W. of this boundary belonging to the Lofoden, and those on the E. and N. to Vesteraalen. The Lofoden Islands describe a long curve towards the W. and S., somewhat resembling a horn, which tapers towards the S. from the *Hindø*; and they have not inaptly been likened to the skeleton of some vertebrate animal, the smaller vertebræ of the tail being at the S. end. Most of these islands lie so close together that no opening in their long mountain chain is visible from a distance, but the intervals between those at the S. end of the group are wider. This chain forms a perfect maze of mountains, bays, and straits, interspersed with thousands of small rocky islets (*Holme*, *Skjær*, or *Flese*, from the Icel. *flesjar*, as they are often here called), and numerous excellent fishing-banks (*Skaller*, *Klaker*), and enlivened at places with fishing-stations and small harbours (*Vær*). Most of the mountains are picturesque and pointed in shape, and many of them rise immediately from the sea, while the whole range, sometimes called '*Lofotvæggen*' ('Lofoden wall'), with its countless pinnacles, which have been compared to sharks' teeth, presents a singularly impressive scene. A peculiarity of these mountains is the crater-like formation of many of their peaks, recalling those of the Tatra Mts. in Austria. So far as they are not covered with snow, they are for the most part clothed with a kind of green moss, which possesses a curious

luminosity, particularly in damp weather; but there is also no lack of entirely barren rocks. Good harbours (*Vaage*, *Icel. Vagar*) abound, where the largest vessels, dwarfed to the dimensions of nut-shells, lie in close proximity to enormous walls of rock, several thousand feet in height. The larger islands contain rivers and lakes of no inconsiderable size. The growth of trees in this high latitude is but scanty, but there is abundance of fresh green vegetation owing to the humidity of the climate in summer and its mildness in winter. The sea never freezes here. — The scenery of the Lofoden Islands, as well as that of the mainland opposite, is viewed to the best advantage on a bright summer day, in steering across the Vestfjord. By midnight light they present a strange and weird, but less imposing appearance, while the moon is entirely shorn of its silvery lustre by the proximity of the orb of day. Still more picturesque is the scene when witnessed during a gale or a passing thunder-storm, the solemnity of which greatly enhances the wildness of the picture. Having seen the Lofoden Islands in all these various aspects, the writer ventures to affirm that they surpass the finest scenery of Southern Europe in sublimity.

The famous *Lofoden Fishery* (*Gaatfiske*) is prosecuted on the E. coast of the islands from the middle of January to the middle of April. Millions of cod (*Skrei-Torsk*, *Gadus morrhua*), which come here to spawn, are caught here annually, with nets (*Garn*), long lines (*Liner*) provided with numerous baited hooks, or hand-lines (*Djupsogn*, or *Dybsagn*). The fish are then carefully cleaned, and either dried (*Tørfisk*) on the islands on wooden frames (*Hjelder*), or slightly salted and carried to drier regions on the mainland, where they are spread out on the rocks to dry (*Klipfisk*, from *kleppen*, to split open). When the fish is cut open and the backbone removed, it is called *Rotskjær*; when simply cleaned in the ordinary way, it is called *Rundfisk* or *Stokfisk*. The *Tørfisk* is chiefly exported to Italy, and the *Klipfisk* to Spain, where it is known as *bacallao seco* (comp. p. 172). Fish simply salted without other preparation are called *Laberdan*. The heads were formerly thrown away, but are now dried by fire and pulverised, and thus converted into manure. On some of the outlying islands the cod-heads are boiled with sea-weed (*Tare*) and used as fodder (*Løpning*) for the cattle. During the three fishing months no fewer than 20-25,000 fishermen are employed on the Lofoden coasts. The boats, to the number of 5500 or more, flock to the three principal fishing-banks, within a mile of the islands, where the water varies in depth from 30 to 120 fathoms. The shoals (*Torskbjerg*) of cod, probably on their way from the great banks farther N., extending along the coast and thence to Spitzbergen, are here so dense that hand-line fishers, with artificial minnow (*Pilk*) and sinker (*Jernsten*, *Søkkjet*, *Sylket*), hook their prey as fast as they can lower their lines. Each

boat's crew is called a *Lag*, over which the *Hovedmand* or captain presides. The annual yield averages 20 million fish, many of which are of great size, and the number has even reached 29 millions. An average catch (*Fisket*) of 5-6000 cod per boat is considered a fairly good haul. The chief stations are *Henningsvær*, where a naval officer is posted to preserve order, *Vaagen*, and *Svolvær* (the island of *Skroven*). The motley multitude, assembled from the N. and W. parts of Norway, presents a most interesting and novel sight. Most of the fishermen sleep in temporary huts (*Rorboder*) erected for their accommodation. In the middle is the fire-place (*Komfur*), where they cook their *Supamølja* (a kind of soup) and *Okjysta*. The whole proceedings are usually very orderly and peaceable, especially as no opportunity is afforded for the purchase of spirits. Many of the fishermen realise very handsome profits, and as they are paid in cash, the coffers of the Norwegian banks are often well-nigh drained for the purpose. A clergyman (*Stiftskapellan*) is stationed here during the period of the fishery for the purpose of performing additional services in different parts of the islands. — At the close of the winter fishery (*Gaafisket*) most of the fishermen proceed towards the N. to Finmarken to prosecute the *Vaarfiske* ('summer fishery') or *Loddefiske*.

The winter fishery is unfortunately often attended with great loss of life. Thus when a westerly gale unexpectedly springs up, rendering it impossible to return to the islands, the open boats are driven across the broad and stormy expanse of the Vestfjord for a distance of 10-12 sea-miles, often capsizing before they reach the mainland. On these occasions the 'Tolleknive' of the ill-fated crew are sometimes found sticking on the outside of their craft, where they have been used by their owners for the purpose of enabling them to hold on. Some of the boats are, indeed, provided with handles (*Stopper*) for this purpose. One of the most serious catastrophes of the kind took place on 11th Feb., 1848, when 500 fishermen perished.

The total length of the Lofoden and Vesteraalen Islands is about 130 Engl. M., their area 1560 sq. M., and their permanent population about 20,000 souls.

The chief steamboat station in the Lofodens is —

90 M. *Svolvær* (good quarters at the telegraphist *Valeur's*, who speaks English, and at the Landhandler's), on the S.E. coast of *Østvaagø*, the largest island in the group. The manure factory, in which cods' heads are pulverised, is worth a visit. Hard by is the lofty *Svolværjuret*; and opposite lies the island of *Skroven*, with a light-house.

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*Svolvær* is the starting-point of the Bergen and Nordenfjeld local steamers which connect the principal places in the Lofoden

and Vesteraalen groups with the line of large steamers plying between Throndhjem, the North Cape and Vadsø. Passengers by the Hamburg or Christiania steamers who wish to visit the Lofodens, disembark at Svolvær and continue their voyage with the next steamer thence.

Three lines of local steamers ply from Svolvær: a. the LOFODEN LINE (in connection with the Hamburg boat from the S.) on Frid. at 4 p.m. from Svolvær to *Kabelvaag*, *Ørsvaag*, *Henningsvær*, *Lyngvær*, *Gimsø*, *Stamsund*, *Stene*, *Balstad*, *Nufsfjord*, *Sund*, *Reine*, *Moskenæs*, *Værø* or *Røst*; returning on Sat. at midday by the same route, reaching Svolvær on Sun. morning. — b. The FIRST VESTERAALEN LINE (in connection with the Christiania steamer from the N.) on Sun. at midday from Svolvær for *Brettesnes*, *Digermulen*, *Hanø*, *Melbo*, (*Stene*), *Stokmarknæs*, *Kvitnæs*, *Sortland*, *Skjoldhavn*, *Alsvaag*; returning on Mon. at 2 a.m., reaching Svolvær at midnight on Mon. — c. The SECOND VESTERAALEN LINE (in connection with the Christiania steamer from the S. and the Hamburg steamer from the N.), on Tues. at 4 p.m. from Svolvær for *Brettesnes*, *Digermulen*, *Løksund*, *Hanø*, *Melbo*, *Stene*, *Stokmarknæs*, *Kvitnæs*, *Sortland*, *Skjoldhavn*, *Risøhavn*, *Alfsvaag*, *Langnæs*, *Sommersø*, *Bredstrand*. and *Sundørø*; returning on Wed. at 4 a.m. and reaching Svolvær at midday on Thurs.

On returning to Svolvær, we may resume our journey by the mail steamers. The Lofoden line has connection with the Christiania steamer from the N.; the first Vesteraalen line with the Hamburg steamer from the N. and with the Christiania steamer from the S.; and the second Vesteraalen line with the Hamburg steamer from the S. The second Vesteraalen line has also a connection at Risøhavn with the Tromsø steamers (p. 246).

The LOFODEN STEAMER touches first at *Kabelvaag*, that and the following stations being, like Svolvær, on the *Østvaagø*. *Kabelvaag* may also be reached in 1 $\frac{1}{4}$  hr. by a good road, beginning at a few fishers' huts opposite Svolvær (row across; 20 min.), and leading through picturesque scenery. In the reverse direction this walk forms a pleasant break in the steamboat journey (consult the captain beforehand). Near *Ørsvaag* are the church and parsonage of *Kirkevaag*, founded at the beginning of the 12th cent., where *Hans Egede*, the Greenland missionary, was pastor in 1707-18. — The Skjær or rocky islands to the left are the *Flesene*, *Grundskallen*, and *Vestvær*, all good fishing-stations. — Above *Henningsvær* (see above), with a manure factory, towers the *Vaagekalle* (3090 ft.). At *Lyngvær* there is another manure factory.

The steamer now steers through the *Gimsøsund* to *Gimsø*, and returns to *Stamsund* on the *Vestvaagø*, with the *Himmeltinder* and the imposing promontory of *Urebjerg*. Near *Balstad*, on the small island of that name on the *Napstrøm*, rise the *Skotstinder*. — Thence we sail to *Sund*, on the rapid *Sundstrøm*. In the island of *Flagstadø*, near *Sund*, there is a bay called *Kvalvig* ('whale creek'), where numerous whales are caught annually. Entering the bay at flood tide, the whales find themselves unable to turn in the narrow space, and so are compelled to swim on, until they are left stranded by the ebb-tide. Travellers by this route are almost sure to have an opportunity of seeing whales at some point. — From *Sund* we sail by *Reine* to —

*Moskenæs*, the principal village, with the church, of the large *Moskenæsø*. To the S. of it is the famous *Malstrøm*, a cataract formed like the *Saltstrøm* (see p. 238) by the pouring of the tide through a narrow strait, but inferior to it in grandeur. It assumes a most formidable appearance, however, when on the occasion of a spring-tide the wind happens to be contrary and disturbs the regular flow of the water. The worst part of the *Malstrøm* ('grinding stream') is at a deep sunken ridge between the *Lofotodden* (the S. promontory of the *Moskenæsø*) and the *Høgholmer* ('hawk islands'), called the *Horgan*, where the sea seethes and foams angrily at almost all states of the tide.

The little island of *Mosken* to the S. of the *Malstrøm* gives it the alternative name of *Moskenstrøm*. The most southerly islands of any size in the Lofoden chain are *Værø*, with a parsonage and a church, transferred hither from *Vaage* in 1799, containing an altar-shrine with reliefs in alabaster, and the flat and populous island of *Røst*, 4 M. to the S.W., in a very lonely and open situation. *Røst* possesses a small church, but the 'Præst' lives in the *Værø*. The climate of all these islands is so mild that the sheep pass the winter in the open air, whence they are known as *Udgangsfauere*.

The VESTERAALEN STEAMER steers N.E. from *Svolvær* through the *Øllesund* into the *Raftsund*, the last of the Lofoden *Strøme*, and separating the *Østvaagø* from the *Hindø*, an island 860 Engl. sq. M. in area. At the S.W. extremity of *Hindø* lies *Digermulen* (steamb. stat.), at the entrance to the *Raftsund*, into which the vessel now steers. The scenery here is very fine, especially at the point where the *Troldfjord* diverges to the left.

At the N. end of the *Raftsund* lies *Hanø* (steamb. stat.), also on the *Hindø*. Opposite, to the N., is the island of *Brodø*. The steamer then crosses the *Hadsselfjord* (passing the *Møsadelen*, which rises in the *Hindø* to a height of 3600 ft.) to *Melbo* in the pleasant *Ullvø*, from which a view of the open Arctic Ocean is obtained. Skirting this island, we next touch at —

*Stene i Bø* on the *Langø*, an island with numerous peninsulas, fjords, and narrow isthmuses, forming nearly the whole W. side of the Vesteraalen group, and containing together with the *Skogso* five different parishes (*Fjerdinger*). We next call at —

*Stokmarknæs*, steer through the narrow *Børøund* to *Kvitnæs*, in the *Hindø*, and thence to the N., between the *Langø* and the *Hindø*. During the whole passage the *Møsadelen* remains in view. Its glacier is said to be the saddle of a maiden giantess fleeing from her pursuers, all of whom, like herself, have been transformed to stone. The scenery here is both grand and pleasing. At —

*Sortland* (quarters at Ellingson's) on the *Sortlandsund* we may disembark and await the return of the steamer on the following day, occupying the interval with a visit by rowing-boat (sexring) across the sound to the 'Eiderholme', or breeding-place of the

eider-ducks, the down from which is so important a source of wealth to northern countries. The next station is —

*Skjoldenhavn* in the island of **Andø** (p. xxxii). The island of **Andø**, about 270 Engl. sq. M. in area, is less picturesque than the others of the Vesteraalen group, a great part of it being occupied with flat marshes, where the 'Muldebær' grows abundantly. The highest mountain in the island, to the W. of Ramsaa, about 1850 ft. in height, commands a magnificent view, but the ascent is marshy and rough. The most northerly station is *Risøhavn*.

A local steamer from Tromsø plies to the **Andø**, calling at *Risøhavn* and *Drerberg*, whence a visit may be paid to the coalfields of *Ramsaa*. From *Risøhavn* there is a connection on Wed. nights with the 2nd Vesteraalen boats to Tromsø on Sat.

Opposite *Skjoldenhavn* lies *Alfsvaag* in the *Langø*, situated on the *Gulvfjord*, which separates the *Langø* from the **Andø**. The steamer proceeds as far as *Langenæs*, the N. extremity of the *Langø*, returns thence and steers round the S. end of the **Andø** to the stations *Sommersø*, *Bredstrand*, and *Sundersø* on the W. coast.

The large mail-steamers steer E. from *Svolvaer* to —

94 M. *Tranø i Hammer*, on an irregular peninsula on the mainland.

97 M. *Korsnæs*, at the entrance of the uninteresting *Tysfjord*, the ramifications of which, the *Hellemofjord* and the *Botnfjord* extend to within 6 Engl. M. of the Swedish frontier.

From *Musken*, near the head of the *Tysfjord*, a route leads by *Kraakmo*, situated between the 4th and 5th of the seven lakes bearing the name of *Sagvand*, to *Tømmernæs* on the *Sagfjord*, and another to *Hopen* on the *Nordfolden* (p. 240). — From *Kraakmo* (where excellent quarters are obtainable) we may ascend the huge *Kraakmotind*, and make an excursion by the 5th, 6th, and 7th *Sagvand* (the boat being dragged across the intervening necks of land) to the magnificent primæval forest adjoining the 7th lake. Travellers from *Kraakmo* to *Tømmernæs* on the *Sagfjord* (10 Engl. M.) cross the four lower *Sagvand* lakes by boat. A waterfall 50 ft. high is passed a little before the fjord is reached. — Another route leads from *Drag* on the *Tysfjord* across the picturesque *Dragseid* to the *Sagfjord*. The steamboat-stations nearest the *Sagfjord* are *Bogø* and *Tranø* (see p. 241 and above).

98 M. **Lødingen** (tolerable quarters), with a church and parsonage, picturesquely situated on a peninsula of the *Hindø*, which is here separated from *Tjællø* and the mainland by the *Tjællund*.

To the N.E. of **Lødingen** extends the *Ofotenfjord*, one of the largest fjords in Norway, on which the steamer 'Namsos' from *Bodø* plies twice weekly. The S. shore, on which lies *Balangen*, is fertile but comparatively tame. The steamboat touches at *Lidland* (good quarters at *Kløboe's*), on the N. side of the fjord, at the entrance to the bay called *Bogen*, and then holds to the S.E. to *Fagernæs* on the *Beisfjord* (quarters at *Mosling's*). The grandest scenery on this fjord is to be found in its W. ramifications, particularly the *Rombak* and the *Beisfjord*, between which rise the easily ascended *Tøtta* (5150 ft.) and *Vomtind*. The Landhandler *Jo Larsen*, a Lapp).

To the S. from the *Ofotenfjord* diverges the imposing *Skjomenfjord*, at the end of which lies *Elvegaard* (good quarters). A route to Sweden (railway contemplated) leads hence through the *Sørdat*, passing the old copper-mines of *Skjanguli* (38 Kil.). By far the finest scenery here, however,

is on the W. arm of the Skjomenfjord, at the end of which is *Skjombotn*, above which towers the *Frostisen* (to the W.), with its enormous glaciers.

As the next stage is uninteresting the opportunity of sleeping should be taken. The steamer steers along the E. side of the Hindø through the *Tjellsund*, which afterwards expands into the *Vaagsfjord*.

102 M. *Sandtorv*, on the Hindø.

104 M. *Græsholmen*, on the Hindø.

106 M. **Harstadvavn**, the first station in *Tromsø Amt*, situated on a fertile height in the N.E. of the Hindø, and one of the most beautiful places on this part of the coast. Towards the E. lies an expanse of water resembling an Alpine lake, with snow-mountains in the background; to the N. rises the *Senjehest*, the S. promontory of the large island of *Senjen*. — About 20 min. walk to the N.E. of Harstadvavn is the famous old church of *Thronenæs*, containing a good altar-piece. A visit to it is interesting, but the steamer does not stop long enough to admit of it. Roads lead hence to the *Kasfjord* (view of Andø) and the church of *Raa*. Harstadvavn is the junction of several steamboat lines. All the large steamers touch here, and also the local boat from Tromsø to Andø (see p. 250).

The steamer next steers to the E. across the Vaagsfjord to the promontory of *Roldø*. To the left are the *Grytø* and the *Senjehest*, between which a glimpse of the open sea is obtained. We now pass through the strait between the *Roldø* and the *Andorjø*.

108 M. *Havnvik*, in the *Roldø*. The church, in *Ibestad*, is, like that of *Thronenæs*, of stone with a vaulted roof, while all the other churches in Tromsø Stift are timber-built. To the S.E., on the mainland, towers the *Messetind* (3320 ft.), to the S. of which rises the *Skavlikollen* (3300 ft.). Both of these mountains may be ascended, with a guide, the first from the *Gratangenfjord*, the second from the *Gravfjord*.

The scenery becomes very grand as we steam through the *Salangenfjord*, between the *Andorjø* and the mainland. On the left rises the huge *Aarbodstind*, with a large glacier and a fine waterfall, and on the right the pointed *Faxtind* (4120 ft.; *Fax*, 'mane', 'fringe').

The TROMSØ LOCAL STEAMBOATS touch at *Søveien* (good accommodation) in the *Salangenfjord*, from which a journey to the E. to the *Bardudal* and the *Maalselvsdal* may be undertaken (see below). Passengers by the larger steamers reach *Søveien* by landing at *Havnvik* and rowing thence (3 M., or 12 Engl. M.).

The scene is most impressive at the next station —

111 M. **Kastnæshavn**, whence all these mountains, including the pinnacle of the *Faxtind*, are seen simultaneously, while the horizon to the W. is bounded by the mountains of Andø and others. — To the W. lies the *Dyrø*, with the *Dyrø Sund*. The voyage between *Havnvik* (or even between Harstadvavn) and *Kastnæshavn* should on no account be missed by the traveller, and the scenery

should be witnessed both in going and in returning. The writer, who saw this sublime spectacle both in bright sunshine and in wild, stormy weather, considers it unsurpassed in Norway. — In the Salangenfjord, as well as elsewhere, it should be observed that the glacier-action has had the effect of wearing smooth the lowest third of the mountains ('*roches moutonnées*'), while the two-thirds above are rough and serrated.

115 M. *Kløven*, on the large island of *Senjen*. Large quantities of *Kveiter* (*Hippoglossus maximus*; skate) are taken here, sometimes attaining a length of 7-10 ft. To the S.E. rises the snow-clad *Ghirrugas-Tjokko*, or *Istinden*.

118 M. *Gibostad*, also in the island of *Senjen*, which is separated from the mainland by the strait through which the steamboat passes. The shores on both sides are green, wooded, and tolerably well peopled, and in the background rise snow-clad mountains, the chief of which is the *Broddenfjeld* to the S. — Though still pleasing, the scenery between *Kastnæshavn* and the *Malangenfjord* is inferior to that above described.

The \**Malangenfjord*, with the fjords to the N. and S. of it, forms a large cross, the four arms of which are seen at one time from the deck of the steamer, while to the N.W. we obtain a glimpse of the open sea through the *Vangs Havseie* (p. 236). The fjord, which formed the N. frontier of Norway in the middle ages, is enclosed by lofty mountains in every direction. To the S. rise the snowy *Maalselvsdal Mountains*. The steamer does not enter the deep indentations formed by the *Nordfjord* and *Auerfjord*, but touches at (123 M.) *Maalsnæs* on a promontory in the *Malangenfjord*, near the mouth of the *Maalselv*, the waters of which still ruffle the surface of the fjord. The estuary of the river freezes in winter, but the fjord remains open lower down.

A very interesting excursion may be made from *Maalsnæs* through the *Maalselvsdal* to the S.E. to the *Rosta-Vand* and the *Rostaffeld* (a carriage-drive of about 6 M.), and another to the S. to the *Alle-Vand* in the *Bardudal*. — Instead of returning to *Maalsnæs*, the traveller may proceed from *Kirkemoen* in the *Bardudal* to the W. to *Søveien* on the *Salangenfjord* (see above). — The inhabitants of these valleys are chiefly colonists (*Indflytterfolk*) from the *Østerdal* (valley of the *Glommen*, p. 272) and the *Gudbrandsdal* (p. 118), the first of whom were induced to settle here by the chamberlain *Berndt Ancker* in 1796.

I. THROUGH THE MAALSELVS DAL TO THE ROSTAVAND. We drive from *Maalsnæs* (to which it is advisable to telegraph beforehand for horses) past *Hollandernæs*, a place deriving its name from the settlement which the Dutch once attempted to found here against the will of the German merchants of *Bergen*, by whom the whole trade of Norway was then monopolised. This circumstance is alluded to by *Peter Dass* in the following lines: —

Men der denne Handel lidt længe paastod,  
Da blev det de Bergenske Kjøbmænd imod,  
Hollænderne maatte sig pakke.  
(But their trade was soon doomed to expire  
By the merchants of Bergen in ire:  
So the Dutchmen had soon to be off.)

The first station in this picturesque valley is (14 Kil.) *Guldhav*. The road then leads past the church of *Storbakken* to (11 Kil.) *Moen*. The imposing mountain facing us is the *Ghirragas Tjokko*, or *Istinden* (about 5150 ft. high), somewhat resembling a crater. An excellent point of view is the mountain called *Lille Mauket*, near *Moen*, 1850 ft. in height. (The rest of this route lies beyond the limits of the Map.)

Passing the small stations of (11 Kil.) *Bakkenhaug* and (9 Kil.) *Neergaard*, with its small church, we arrive at *Øverby* (poor quarters), which, with the *Nordgaard*, lies at the confluence of the *Maalselv* and the *Tabmokelv*. Above the *Rostavand* rises the huge *Rostafjeld* (5150 ft.), the ascent of which is not difficult, and may even be undertaken by mountaineers without a guide. The route is to *Gaarden Kongslid* (very good quarters), whence the ascent is made through a small valley on the E. side. Wild reindeer are sometimes seen on the way. Opposite the *Rostafjeld*, to the S., rise the *Likkavarre*, *Ruten*, *Alap* and *Seutivarre* (*Kamnesfjeld*); to the S.E. the *Likkafjeld*; to the E., quite near, the *Brattfjeld*.

2. THROUGH THE BARDUDAL TO THE ALTEVAND. We follow the above route to *Moen*, and drive thence to (14 Kil.) *Finsund*, the first station in the *Bardudal*. Near *Fosmoen*, in the vicinity, is the *Bardufos*, a fine waterfall of the *Barduelv*. To the left rise the *Istinder*, the westernmost of which may be ascended; to the right the equally lofty *Alafjeld*.

The next stations in the *Bardudal* are (14 Kil.) *Rydningen* and (9 Kil.) *Kirkemo*, where the road to *Søveien* on the *Salangenfjord* diverges to the W. — From this point to (8 Kil.) *Viken* and the *Altenvand* the road is uninteresting. From *Strømsmoen* (good quarters) onwards it is rarely used except by Finnish traders on their way to Sweden in winter. — On the *Altenvand*, about 14 Kil. beyond *Viken*, boats are always procurable. To the N. of the lake rises the *Guolagærro* ('box mountain', 5660 ft.), and to the S. the *Rokomborre* (5350 ft.). At its efflux from the lake the *Barduelv* forms a deep ravine, which is so narrow that a man can leap across it.

3. FROM KIRKEMO TO SØVEIEN ON THE SALANGENFJORD. A good road crosses the hill called *Kobbergyggen* ('seal's back') to (11 Kil.) *Kroken*. We next drive to (6 Kil.) *Elvebakken*, then along the *Nedre Vand* to *Vashoved*, and lastly to *Søveien* (p. 248), about 28 Kil. more.

The above routes may be combined thus: 1st day. From *Maalsnæs* to *Øverby* or to *Kongslid*. 2nd day. Ascend the *Rostafjeld*. 3rd day. Drive to *Kirkemoen* in the *Bardudal*. 4th day. Drive to *Søveien*.

Several routes lead from the *Maalsdalselv* to the *Balsfjord*. The easiest (with guide) is from *Olsborg*, a little to the N. of the *Moen* station, to *Storstenæs* (1st day), from which it is possible to reach *Nordkjos*, at the S.E. end of the fjord, by boat on the same day. Steamboat thence on the *Balsfjord*, on the E. bank of which rise several mountains upwards of 5000 ft. high, to *Tromsø*. — Instead of taking the steamer direct to *Tromsø*, enterprising travellers may proceed (boat and guide not easily procured; gnats in abundance) from *Nordkjos* in one day to *Mælen* at the S. end of the *Lyngenfjord*, and row thence to (28 Kil.) *Skibotten* (good quarters). Thence by boat next day to (17 Kil.) *Lyngen*, where the *Tromsø* steamer is reached. — The *Lyngenfjord* is described on the way from *Tromsø* to *Hammerfest* (see p. 253).

Leaving *Maalsnæs*, the steamer returns to the centre of the cross formed by the *Malangenfjord* (passing the huge *Bensjordtind*, 4430 ft., on the right), and then steers to the N.E., skirting the large island *Kvalø* on the left, into the *Tromsøsund* ('Til Troms'), on which lies —

125 M. **Tromsø**. — **Hotels**. GRAND HOTEL, R. 2½, B. 1 kr.; HOTEL NORDEN, well spoken of.

**Booksellers**: *Holmboe* and *Nilsen*. — **Photographer**: *Vickstrøm*, near the market, who sells photographs of Lapps. — **Furs** (polar-bears' skins, etc.) at several large shops.

**Steamers.** Several local steamboats ply from Tromsø to the *Lofoden* and *Vesteraalen Islands*, and to the *Ulfs*, *Lyngen*, *Reisen*, and *Kvenang Fjords*. All the large Nordland steamers also call here. Comp. *Communicationer*.

*Tromsø*, a town with 5400 inhab., picturesquely situated on the island of the same name, and on rock of a peculiar shell-formation, lies in 69° 38' N. latitude. It was raised to the rank of a town in 1794, and is a busy and gay little place, admirably adapted for a stay of some days by way of interlude on the voyage to the North Cape. The annual mean temperature is 35<sup>3</sup>/<sub>5</sub>° Fahr., that of July 50°, and that of January 23°, while in the interior of Finmarken the annual temperature is 29° only and that of January 5°. In the market-place are the *Town Hall* and the neat *Roman Catholic Church*. The interesting *Museum*, near the Grand Hotel, founded in 1872, comprises an ethnographical and a natural history department, the latter containing a good zoological collection. Tromsø also boasts of a grammar-school, a school for teachers, a bank, a telegraph-office, and a number of large shops. English and German are frequently spoken. The streets are covered with gravel, and the footpaths are flanked with a bank of earth. The main street, running from N. to S., commands a view in the one direction of the snow-clad Skulgamtinder on the Ringvadsø and in the other of the Bensjordtind. The town is embellished with many mountain-ashes, wild cherry-trees, and birches, the latter being remarkably fine. The long building on the hill is a ropery.

Above the town, which stands on a slope, is a beautiful grove of birches, where a number of villas have sprung up. From this point we obtain a view of the *Tromsdal* and the *Tromstind* beyond the strait towards the E.; to the S. rises the snow-clad *Bensjordtind* on the Malangenfjord; to the N. are the *Skulgamtinder* in the *Ringvadsø*; and to the W. are the *Blaamand*, *Stantind*, and *Vastind*, on the *Kvalsø*. This prospect is very striking, especially when seen by the subdued lustre of the sun at midnight, when half the community is still astir.

The *Harbour* of Tromsø always presents a busy scene, and among the vessels are generally several of French nationality. They bring goods of various kinds, and carry away cargoes of salted cod-roe (*Rogn*), which is used as bait in the sardine-fishery. The principal exports are, however, dried fish, herrings, train oil, and furs, most of which are dispatched to Hamburg. Tromsø also carries on a considerable trade with Russia, and equips a number of vessels for the capture of seals, walruses, etc., on the coasts of Spitzbergen and Nova Zembla. — The harbour of Tromsø is approached by two straits, the *Grøtsund* and *Fuglsund* on the N., and the *Malangenfjord* on the S. side.

An \*EXCURSION TO THE TROMSDAL ('*Dalen*'), for the purpose of seeing a Lapp settlement, should not be omitted (4 hrs., there

and back). The captain of the steamboat will order boats and guides beforehand by telegraph (total expense, about 30 kr.), so that passengers, immediately on landing, may cross the *Sund*, 500 yds. wide, to *Storstenas* at the entrance to the *Tromsdal*. Thence to the **Lapp Encampment** is a walk of about  $1\frac{1}{2}$  hr., the ground being rough and somewhat marshy at places. The path leads through a birch-wood on the S. bank of the brawling stream, and passes numerous patches of snow. We at length reach a kind of basin, with the Tromstind rising on the S., and a waterfall on the S. side, where there is a colony of a few Lapp families from the Swedish district of *Karesuando*<sup>†</sup>, who occupy several *Darfe Goattek* or *Gammer*. The *Gamme* is a dome-shaped hut, formed of stone, turf, and birch-bark, with a round opening at the top for the exit of smoke and the admission of light. Each hut is always provided with a fire, over which is suspended a pot or kettle, and around it recline the inmates. The hearth is called *Aran*, and the seat of honour beside it *Boasso*. These Lapps possess a herd of no fewer than 4-5000 reindeer, but a few hundred only, enclosed in a *Rengjerde*, into which they are driven to be milked, are usually shown to visitors (a small fee expected). Among the pretty and useful articles manufactured by these Lapps are fur-boots (*Skal-Komager*, or *Skaller*, while ordinary leather shoes are called *Gabmagak*) and spoons and other objects in reindeer-horn. The traveller should taste the rich reindeer-milk, which is drunk diluted with water, and observe the peculiar crackling of the animal's knee-joints, reminding one of the sound produced by an electric battery. The reindeer are caught by a kind of lasso, which is thrown over their horns. They are milked twice a week only. Reindeer milk forms one of the chief articles of food among the Lapps. The cheese made of it is generally reserved for use in winter.

The number of Lapps in Norway is estimated at about 18,000, of whom 1700 are still nomadic in their habits. Sweden and Russia contain 12,000 more, so that the powerful race which once dominated the whole of Scandinavia has dwindled away to a total of 30,000 souls. The Lapps now intermarry freely with Norwegians and Finns. In Norway they are often called *Finner*, while the Finns are named *Kvæner*, from the län of Kajana in Finland. — From the fact that the dog alone has a genuine Lapp name (*Bædnag*), while the other domestic animals bear names of Germanic or Finnish origin, it has been concluded that the Lapps were originally a race of hunters, who adopted the nomadic life within the historic period. On this theory the reindeer, now the principal source of the Lapp's wealth, was at first an object of the chase only.

Among the numerous works on the Lapps may be mentioned: *Milford's* 'Norway and her Laplanders', 1842; *Everest's* 'Journey through Norway, Lapland, etc.', 1829; *G. v. Düben's* 'Om Lappland och Lapparne',

<sup>†</sup> In accordance with the frontier-treaty of 7th-18th Oct. 1751, the Swedish Lapps are entitled to migrate to the Norwegian coast in summer, and the Norwegian Lapps to Sweden in winter. — These migrations are said to lead to frequent disputes with the permanent inhabitants (comp. *Frits*, Finmarken).

Stockholm, 1873; *Friis's* 'En Sommer i Finmarken', Kristiania, 1871; *Friis's* 'Lappisk Mythologie, and Lappiske Eventyr', Kristiania, 1871; *Stockfjeth's* 'Dagbog over min Missionsreise i Finmarken', 1860; *J. Vahl's* 'Lapperne, etc.', 1866.

The *Tromstind* (4045 ft.) may be ascended from the Lapps' camp in 3-4 hrs. (guide, *Gajuson Jasanrau*, a Lapp, 2-3 kr.).

We first walk to the (1 hr.) head of the valley, which terminates in an amphitheatre of mountains resembling those in the Pyrenees. We then ascend the steep slope to the left, at first over turf and afterwards over snow (snow-spectacles desirable). Herds of reindeer are often met with at pasture here. Before reaching the crest of the hill we have to climb over a very steep snow-field. The final ascent, over snow and detritus, is easier. The top, which is marked by a 'Varde', commands a view of the magnificent scenery around the Ulsfjord and the Lyngenfjord; to the W. the sea of ice above Tromsø and the Kvalø. On the E. side the mountain falls almost perpendicularly to a neck of land between the *Ulsfjord* and the *Balsfjord* (*Ramfjord*).

### III. From Tromsø to the North Cape.

45 M. (150 Engl. M.). By STEAMBOAT in 1½ day, with 5 mail-steamer stations. — Only passengers by *Tourist Steamer* have the opportunity of both ascending the North Cape and of visiting the 'Bird-mountain' of Sørholtklubben. The Christiania steamers return at once from the North Cape to Hammerfest, as soon as its passengers have accomplished the ascent. The Hamburg steamer does not land its passengers at the North Cape, but sails on, and passes the Sørholtklubben. — Comp. p. 223.

Distances are calculated from Thronhjelm, see p. 228.

Leaving Tromsø, the steamer steers through the Tromsøund, passing *Skatøren* on the left, and enters the *Grøtsund*. To the left lie the *Kvalø*, the mountainous *Ringvadsø* (with a glacier and a lake formed by a moraine), and the *Reinø*, at the S. extremity of which lies *Finkroken*. Opposite, on the mainland, is the *Ulsfjend*, standing like a sentinel at the mouth of the *Ulsfjord*, which here opens to the S.

The *Ulsfjord*, which penetrates into the land for a distance of 37 Engl. M., between the peninsulas of *Stuoranjarga* (on the right) and *Iddonjarga*, is traversed weekly by a steamer from Tromsø. The first steamboat-station in the fjord is *Ulsnæs*, to the S. of the *Jægervand*, behind which tower the *Jægervandstinder*, with their conspicuous glaciers (visible from the steamers passing the end of the fjord). The steamer next touches at *Gjøvik*, at the entrance to the bay of *Kjosen*, which is enclosed by huge glacier-covered mountains. On the S. side rise the *Fornæstind* (about 6000 ft.; comp. p. 253), the *Rødbjergtind*, the *Rørnæstind*, and the *Jertind*; on the N., the *Softetind*, the *Tyttebærviik* (at the foot of which lie the gaards of *Kjensberg* and *Tyttebærviik*), and the *Kjos-tinder*. At the head of the bay lies the station of *Kjosen* (tolerable quarters), whence we may cross the 'Eid' to (¾ hr.) *Lyngen*, see p. 253.

The steamer now returns to the main fjord and passes through the narrow strait of *Strømmen*, in which the current is very powerful, to the S. part of the Ulsfjord, named the *Sørfjord*. The E. bank of the *Sørfjord* is flat, but the *Durmaalstind* (4300 ft.), the *Jæggevarre*, and other summits are visible. Above the steep W. bank tower the *Fuglenab*, the *Rativasoavve*, and the *Nakfjeld*. The only station in this fjord is *Sørfjordens Kirke*, at the base of the *Sjørnæstind*, which the steamer reaches about 8 hrs. after leaving Tromsø. The return-passage to Tromsø takes only 5 hours.

The large steamer next touches at (133 M.) *Karlsø*, where the storms and fogs which prevail in the Arctic Ocean are frequently

encountered. The milk-white mist often lies on the surface of the water only, while the sky is bright and sunny. In this case the steamer has to cast anchor, and the traveller will have abundant leisure to observe the peculiar white *Skoddebuer* (*Skodde*, 'scud', 'mist'; *Bue*, 'bow'), formed by the fog. The Karlsø is a lonely and treeless island. To the N. lies the *Vannø*, and to the E. rise the mountains of the Lyngenfjord (see below).

The steamer now rounds the promontory of *Lyngstuen* (2130 ft.), and we observe to the N. the picturesquely shaped and uninhabited *Fuglø* (2575 ft.), to the S.E. of which lies the large *Arnø*. In front of us is the small *Vortørø*, behind which we perceive the beautiful outline of the *Kuagø* (3960 ft.), with a glacier high above the water. This is another very striking point on our northern voyage. To the S. we survey the whole of the magnificent **\*\*Lyngenfjord**, on the W. side of which is an unbroken chain of huge mountains and glaciers, 5-6500 ft. in height. To the S. of the promontory of Lyngstuen tower the *\*Pipertind*, the *\*Goatzagaise* (6000 ft.), the *Kopangstind*, *Fastdulstind*, and the immense *Kjostinder*. From almost all these mountains (where the snow-line is about 3800 ft.) imposing glaciers descend far into the valleys. The rocky walls are also draped with numerous waterfalls.

The LYNGENFJORD, in addition to the tourist-steamers (which make this stage on the return journey by the light of the midnight-sun), is also traversed once weekly by a local steamboat from Tromsø (p. 250), which makes the excursion in 3 days with varying stations. Those who avail themselves of this local boat may break the journey at Lyngen and return by the Ulfsfjord route (see p. 252), or they may join the large northward-bound steamer at Skjærvø. Those who contemplate any excursions on land are strongly recommended to possess themselves of the *Kart over Tromsø Amt* (four sheets, at 1 kr. 60 ø. per sheet) and of the *Beskrivelse af Tromsø Amt* (1 kr.), both published by the 'Geografiske Opmaaling' of Christiania.

The local steamer touches at *Skatøren* (p. 252), the *Helgø*, and the *Karlsø*, and then steers round the promontory of *Lyngstuen* into the **Lyngenfjord**. The snow-clad peaks on the W. side of the fjord tower to an immense height above. The principal stations on the W. bank are the island of *Aareholmen* and *Lyngseidet* (see below), on the E. bank *Dybvik*, *Langnæs* in the *Kaaffjord*, and *Skibotten* and *Horsnæs* in the *Storfjord*, or S. prolongation of the Lyngenfjord.

*Lyngseidet* or **Lyngen** (good quarters), containing a small church and the houses of the pastor, doctor, and Lensmand of the district, is pleasantly situated in the midst of birch woods, and is admirably adapted as a starting-point for excursions to the interesting and partly unexplored mountains in the neighbourhood. — A very picturesque excursion, taking 6-7 hrs., may be made to the S.W. to the mountain-basin enclosed by the *Goalsevarre* (4150 ft.), the *Rørnæstinder* (about 4100 ft.), and the *Jertind* (about 3600 ft.). — A fine excursion for one day is made by crossing the *Eid* (200ft.) to *Kjoen* (p. 252), rowing to the (1 hr.) *Fornæsdaal*, and then ascending the valley on foot, crossing the old moraines, to the *Fornæsdaal Glacier*, which descends from the *Golzevaggegaissa* and is wedged in between the *Fornæstind* and the *Durmaalstind*. — The following tour occupies 1½ day: On horseback to the S. to *Pollen*, and by rowing-boat to *Dalen*, where somewhat primitive quarters can be procured for the night; next day ascend, on foot, through the beautiful but entirely un-

inhabited *Lyngsdal*, passing the *Jæggevarre* (3740 ft.) on the N., to the huge glacier descending from the main plateau (lower end 1300 ft. above the sea). From the *Lyngsdal* we may also ascend the *Njalavarre* (5010 ft.) to the S., or walk to the N. to the glaciers of the *Ruksisvagegaissa*. It may be mentioned here that the glaciers of the *Lyngenfjord* are not of the deep blue colour which characterises those of S. Norway.

After traversing the *Lyngenfjord* the steamer touches at *Havnæs* on the S. extremity of the *Ulø*, and steers through the *Rotsund* and the *Maur-sund*, calling at the station of that name. It then passes *Sørkjøs* and reaches the *Skjærvø* (see below).

Farther on it passes *Nikkeby*, at the S. end of the *Løge*, and turns to the S.E. into the *Kvenangfjord*, at the mouth of which rise the peaked *Kvenangstinder*. To the E. is the *Jøkelfjeld*, from which a glacier descends to the *Jøkelfjord*. The steamer touches at the island of *Skorpen*, at *Strømmæs*, and at *Alteidet*, whence a road leads to (15 Kil.) the *Langenfjord*, an arm of the *Altenfjord* (steamer, see below). In spring a herd of 5000-7000 reindeer is driven across the *Alteid* to the peninsula of *Alnas-Njarg* to the N. of the *Eid*, and some 2000 are conveyed thence by boat to the *Stjernø* (p. 255). About the end of October these last return to the mainland, to which they are made to swim (a distance of 3 Engl. M.). All these tame animals have the owner's mark on their ears, to facilitate the recognition of stragglers (*Efterstandere*), which sometimes remain for weeks behind the main herd. — From *Alteidet* the steamer returns to *Tromsø* by nearly the same route as it came.

The mail-steamer now traverses the *Kaagsund*, between the *Arnø* and the *Kaagø*. To the N.E. of the latter is the small island of —

138 M. *Skjærvø*; the station lies in a bay on the E. side of the island. To the S. we obtain a view of the picturesque *Kvenangstinder* on the *Kvenangfjord* (see above). — The steamer's course is now across the open sea, towards the N., crossing the boundary of *Tromsø Fogderi*, to —

142 M. *Loppen*, the first station in the *Alten Fogderi*, a small island exposed to the full sweep of the gales of the Arctic Ocean. It possesses a small church and a turf-roofed parsonage, a two-storied house to the left of which belongs to a merchant. Almost the only vegetation in the place consists of a few meagre patches of potatoes, everything else being unable to defy the fury of the storms which sometimes prevail here for weeks together. Ptarmigan abound. — The steamer next steers to the S. into the *Bergsfjord*, rounds the wedge-shaped island of *Silden*, and stops at the station of —

145 M. *Bergsfjord*, where we enjoy a magnificent mountain scene. In the background is a glacier, the discharge of which forms a waterfall. Passing the *Lørsnæs*, and turning to the S.E., we next reach —

148 M. *Øksfjord*, on the *Alnas-Njarg* peninsula, with a noble amphitheatre of mountains around it, a conspicuous feature in which is a glacier to the W., descending from the extensive *Jøkelfjeld*. A little to the N. is the small church. The 'Land-handler' here is one of the richest in *Finmarken*.

The *Altenfjord* may be visited hence by the local steamer 'Nor' which plies once weekly between *Øksfjord* and *Hammerfest*.

The *Allenfjord* is a beautiful arm of the sea, and is remarkable for its rich vegetation, especially in its southern part (the *Allenbygd*). In the annals of literature, too, it has been rendered famous by the visits of almost all the eminent travellers and savants who have explored this part of Norway (L. v. Buch, Prof. Forbes, and others already mentioned; also by *Keilhau*, who has written a 'Reise i Øst- og Vest-Finmarken', pub. 1831, and *Ch. Martins*, whose 'Du Spitzberg au Sahara' is a good French authority).

The highest mountains on the fjord, all on the W. side, are *Kaaven*, between *Stjersund* and *Langfjord*, *Akkasolsi*, between *Langfjord* and *Talvik*, and *Haldi*, between *Talvik* and the *Kaafjord*, each about 3000 ft. in height. At the end of the fjord, above *Kaafjord*, rises the *Nuppiwarre* (2675 ft.). — On the E. side of the *Allenfjord* is the interesting *Aare*, with the scanty ruins of the old fort of *Allenhus*. The most famous feature of the *Allenfjord* consists in its various old *Coast-lines*, particularly near *Bossekop*, formed by the gradual rising of the land, some of them upwards of 200 ft. above the present level of the water.

The local steamer steers from *Øksfjord* across the mouth of the *Langenfjord* and touches at —

*Talvik* ('pine bay'), a beautiful spot, with a church; then at *Strømsnes* on the *Kaafjord*, whence a visit may be paid to *Kaafjords Kobberværk*, a copper-mine of no great value, the property of an English company. We then reach —

*Bossekop* ('whale bay'; *bosso* is the Lapp word for 'whale', or literally 'blower'; *goppe*, bay; good quarters), at the foot of the *Kongshavnfeld* (700 ft.). Important fairs are held here on Dec. 1st and Mar. 3rd, to which hundreds of Lapps flock in their curious sledge-boats. They bring with them reindeer flesh, butter, and game, which they exchange for fish, flour, and groceries. Sometimes 10,000 ptarmigans are offered for sale at a single fair. — To the E. of *Bossekop* lie *Altegaard* and *Elvebakken*, near the *Altenelv*, an excellent salmon-river, and beyond them lies *Rafsbotn*. — The steamer then proceeds from the *Allenfjord* through the *Vargsund*, a strait between the mainland and the islands of *Stjernø* and *Seiland*, to the island of *Kvalø* ('whale island'), on which *Hammerfest* is situated. The channel divides here. On the E. is the *Kvalsund*, running towards the N., while on the W. is a strait between the *Kvalø* and *Seiland*, called *Strømmen*, once a famous resort of whales, through which the steamboat reaches *Hammerfest*.

From *Bossekop* or *Alten*, at the head of the *Allenfjord*, to *Karasjok* and to *Häparanda* in Sweden, see R. 31.

Our course is now to the N., towards the mountainous *Sørø*, which, as well as the *Stjernø* and *Seiland*, islands lying to the S. of it, consists to a great extent of a lofty plateau of the character common among the mountains of *Finmarken*. At the S. end of this island, about 4 M. to the N. of *Øksfjord*, lies *Husvik*, the next station. The vessel steers through the broad *Sørsund*, round the *Fuglnæs*, and passes on the left the curiously shaped island of *Haagen*. The steamer now reaches —

155 M. *Hammerfest* (*Jensen's Hotel*, *Hotel Nordpolen*, both at the W. end), the 'northernmost town in the world', situated in 70° 40' N. lat., which has enjoyed municipal privileges since 1787, had 77 inhab. only in 1801, but now numbers about 2100. Its trade with Russia and the *Spitzbergen* expeditions organised here are the chief resources of the place. The climate is mild, the mean temperature here being the same as at *Tromsø* (see above). Sportsmen and Arctic explorers may charter a vessel here for a northward cruise for a sum of 3000-6000 kr., according to its

size and the duration of the voyage. — The town presents a neat and clean appearance, but smells strongly of cod-liver oil, the chief manufactures of which are in the *Grønnervolds-Gade*. *Lapps* in their quaint and picturesque costumes, often intoxicated, and *Finns* from the principality of Finland, are frequently seen in the streets. The Russian vessels trading with Hammerfest are generally of the ordinary European build, the old-fashioned *Lodge*, a clumsy kind of lugger with two masts and disproportionately large cabin-windows, being now rare. Some of the shops, where bear-skins, walrus-tusks (*Hvalros*, 'whale-horse'), Lapp costumes, and other specialties of the country are sold, are attractive. — The *Church* stands on a rocky hill to the W. of the town, and is adjoined by the *Churchyard*, enclosed by a stone wall. — On the E. side of the town are seen numerous *Hjelder*, or wooden frames for the drying of fish. Crossing the outlet of the *Lake* to the E. of the town, and following the road round the harbour, where a number of civilised *Gammer*, or Lapp huts (comp. p. 251), are seen on the rocky shore, we may walk in  $\frac{1}{2}$  hr. to *Fuglnæs*, the N. promontory of the island, with a lighthouse, commanding a fine view. In 1823 Sir Edward Sabine made some of his famous experiments with the pendulum here. A column in granite called the *Meridianstøtte*, has also been erected here to commemorate the measurement in 1816-52 of the number of degrees between Ismail near the mouth of the Danube and this point, undertaken, as the Latin and Norwegian inscription records, 'by the geometers of three nations, by order of King Oscar I. and the Emperors Alexander I. and Nicholas'. The hills to the E. of the *Meridianstøtte* command a view of the horizon of the Arctic Ocean and the midnight sun. •

To the S. of the harbour is a valley extending into the interior of the *Kvalø*, whence a path ascends to the top of \**Sadlen* (pron. *Salen*), a long hill rising above Hammerfest, from which dangerous avalanches (*Sneskrede*) frequently fall. This is a very fine point of view, though not high enough to afford an unimpeded survey of the midnight sun. Ascending gradually for about 20 min. more, we reach the summit of the *Sadlen*, which commands a view of the glaciers and snow-mountains of *Seiland* and the *Sørø*. This point may also be reached from the church, at the W. end of the town, but the ascent is steep, and there is no path.

If the traveller spends 4 hrs. or more at Hammerfest he should not omit to ascend the \**Tyven* (1230 ft.; *tufva*, 'hill'), which rises to the S. of the town ( $1\frac{1}{2}$ -2 hrs.). The following directions will enable him to dispense with a guide. A few paces to the E. of the harbour we turn to the right into the valley and ascend a slight eminence with houses; we then follow the road leading above a lake and some pleasant-looking meadows. On the opposite bank are seen the remains of a birch-wood, and at the end of the lake

the villas of the townspeople. We soon diverge to the right, following the telegraph-wires, but keeping a little to the right in order to avoid the marshy ground. The Tyven is the hill at the foot of which the wires run. A little farther on we pass under the wires and ascend to the left to a height covered with loose stones, pass a small pond, and reach (1 hr.) the foot of the abrupt Tyven. Here we turn to the left and skirt the base of a huge precipice, ascending the somewhat steep course of a small brook, fringed with willows (*Salix arctica*) and dwarf birches (*Betula nana*). At the top of the gully we obtain a view of the sea towards the W. and the villas on the lake to the W., above which lies another small lake. Large herds of tame reindeer, whose peculiar grunting ('Grynten') is heard from a long distance, always graze here in summer. We now ascend steeply to the right, passing an expanse of snow, which lies on the right, and then, keeping still more to the right, reach ( $\frac{3}{4}$  hr.) the summit, which is marked by a pyramid of stones (*Varde*). The Tyven, which may be called the Rigi of Finmarken, descends very precipitously on the W. side, with the sea washing its base, adjoining which lies a bay with meadows, a birch-wood, and a number of houses. Towards the E. we survey the barren and desolate *Kvalsø*, with its numerous ponds, and to the S. and W. extensive mountain-ranges, snow-fields, and glaciers. The islands of *Seiland* and *Serø* are particularly conspicuous. To the N. stretches the unbounded horizon of the vast Arctic Ocean. Of Hammerfest itself the Fuglnæs only is visible. The formation of the coast recalls that of Sorrento and Ischia. Another prominent feature in the landscape is the promontory extending to the W. as far as Strømmen, over which the Lapps drive their reindeer in spring and autumn on their way to and from the island of Seiland. The animals swim across the Strømmen-Sund (comp. p. 252).

The lower part of the Tyven consists of gneiss, the upper part of slate. The flora is interesting. In many places its surface is carpeted with the dwarf birch. — The best way to return is by the summit of the *Sadlen*, to the W., which commands a similar, though less extensive view. Returning by this route, the traveller should allow 4 hrs. for the whole excursion, but  $3\frac{1}{2}$  hrs. suffice for the direct ascent and descent.

The 'northernmost wood in the world', a birch-wood about 4 Engl. M. to the S. of Hammerfest, which books of travel never fail to mention, is not worth visiting. — If time and weather permit, the traveller should endeavour to take an excursion by boat to the grand and almost unexplored *Glaciers of Seiland*, which rise to a height of more than 3000 ft., the finest being on the W. and S.W. sides of the island. They are most conveniently approached through a valley ascending from the *Skreiffjord*. — The island of *Haafen* ('the shark'), 4 Engl. M. to the W. of Hammerfest, is another interesting object for an excursion. The highest point, which is easily reached, commands an imposing view.

Beyond Hammerfest the land ceases to be an object of interest

or value, the sea becoming the sole attraction. The vegetation is extremely scanty, so much so that a patch of grass 'which might be covered with a copy of the Times' is hailed as a meadow and attracts a colony of several families. The scenery assumes an arctic character, and the silence and solemnity of the scene is only broken by immense flocks of sea-fowl wheeling over shoals of fish or congregating around their island homes, and by the occasional unwieldy gambols and noisy spouting of a whale.

160 M. *Rolfshavn*, on the *Rolfse*, an exceedingly desolate island. To the N. of the *Rolfse*, and separated from it by the *Trollsund*, is the *Ingø*, beyond which lies the *Fruholm*, with the northernmost lighthouse in Norway (71° 6'). To this island a noble Danish lady is said once to have been banished for certain misdeeds and after a residence here of several years to have perished owing to the upsetting of a boat when on her way to the church of *Ingø*. — Farther on, to the N. of the *Hjelmø*, we observe a solitary pillar of rock, called *Hjelmøstøren*, adjoining which is an island frequented by sea-fowl. The auks when disturbed take to the water, while the gulls soar aloft in dense flights. To the N.E. rise the pinnacles of the *Stappene* (see below).

163 M. *Havø* lies in a bay on the *Havø*, amid grand scenery. To the left rises a pointed hill called the *Sukkertop* ('sugar-loaf'). The little settlement, which boasts of a church, a 'Præst', and a 'Landhandler', is sheltered by the *Hjelmø* on the N. from the storms of the Arctic Ocean. Crossing the *Maassund*, and passing the *Kulfjord* to the S., we next reach the (165 M.) *Maasø*, which likewise possesses its church, its pastor, and its merchant, a triad which forms the nucleus of almost every village in Finnmarken. Numerous *Hjelder*, or frames for drying fish, are seen here. To the right rises the *Magerø* ('sea-gull island'), with its numerous pinnacles, the northernmost promontory of which is the North Cape. The tourist-steamers sail east into the *Magerøssund*, between the *Magerø* and the mainland, in order to afford a view of the entrance of the *Porsangerfjord* and the *Sværholtklubben* (see p. 261), and then steer towards the North Cape along the E. side of the *Magerø*.

The next mail station on the direct route to the North Cape is —

167 M. *Gjesvær*, on an island, and formerly the starting-point for the visit to the North Cape, which was reached hence by rowing-boat in 5-6 hrs. From this remote corner of the globe, close to the North Cape, and nearly 1600 Engl. M. to the N.W. of London, the traveller may telegraph to Great Britain for 4½ kr. (20 words), or to America for 36-40 kr. (10 words). To the N. rise the *\*Stappene* (*stappi*, an old Norsk word, 'column'), four pointed rocky islands covered with dense flocks of sea-fowl, which afford excellent sport. These rocks are sometimes known as the 'mother and her

daughters'. On the easternmost of the group once stood a church. Like other desolate spots in Finmarken, which also once possessed churches (Sværholt, Ingø, Omgang, etc.), the island is now quite deserted. The whole of this neighbourhood abounds in rocky islands, cliffs, and reefs.

The *Tuefjord* opens to the right, extending far into the interior of the *Magerø*. The steamer then rounds the long and low *Knivskjær-Odden* or *Knivskjæl-Odden*, projecting still farther than the Cape itself. The majestic North Cape now comes in sight. Between the Odde, on which a steamer struck during a fog in 1881, and the Cape lies a deep bay. We obtain a good survey of the monotonous form of the plateau of the *Magerø*, rising at places abruptly from the water. At the extremity of the Cape rises the *Horn*, an almost isolated minaret of rock. The Cape itself, seen from the water, does not rise nearly so precipitously as (owing to a well-known optical delusion) it apparently does when the traveller looks down from the summit. The traveller may land and ascend the Cape on the W. side, but it is preferable to steer round it and land in the *Hornvik* on the E. side. The ascent, over stones and along the bed of a small brook, takes about  $\frac{3}{4}$  hr. (the last third steep and rough).

The **\*North Cape** ( $71^{\circ} 10'$  N. lat.), named *Kneskanæs* by the early geographer Schöning, a dark-grey slate-rock, furrowed with deep clefts, rising abruptly from the sea, is usually considered the northernmost point of Europe, though the Nordkyn (see p. 262) has a better claim to the title. The View from the promontory (the height of which is estimated by the best authorities at about 970 Engl. ft.) embraces the dreary heights of the *Magerø* to the W. and beyond them the *Hjelmø* and *Rolfseø*; to the N.W. the eastern promontory of the *Magerø* and the *Sværholtklub* and *Nordkyn* in the distance; to the N. stretches the unbounded horizon of the Arctic Ocean. A granite *Column*, erected at the top in commemoration of the visit of Oscar II. (2nd July, 1873), was overthrown by a storm in the beginning of 1882.

'The northern sun, creeping at midnight at the distance of five diameters along the horizon, and the immeasurable ocean in apparent contact with the skies, form the grand outlines in the sublime picture presented to the astonished spectator. The incessant cares and pursuits of anxious mortals are recollected as a dream; the various forms and energies of animated nature are forgotten; the earth is contemplated only in its elements, and as constituting a part of the solar system'.

*Acerbi*, 'Travels to the North Cape'. London, 1802.

'And then uprose before me,  
Upon the water's edge,  
The huge and haggard shape  
Of that unknown North Cape,  
Whose form is like a wedge'.

*Longfellow.*

From the N. and E. shores of the *Magerø* project numerous promontories, enclosing bays of greater or less size. In one of these lies *Skarsvaag* (a settlement of four Norwegian and one Finnish

family), beyond which are *Kjelvik* and *Honningsvaag* (see below). In the easternmost promontory again are two smaller basins, within one of which lies the small lake of *Opnan*, which it has been proposed to connect with the sea, so as to form a harbour of refuge.

When the Hamburg steamer proceeds from Gjesvær round the S. side of the Magerø, through the *Maassund*, and past the small island of *Altesula*, it makes a short halt at *Honningsvaag*, where there are several Lapp 'Gammer' of a semi-civilised character, and furnished with iron chimneys. (Telegraph-station.)

171 M. **Kjelvik** (*Kjedelvik*, 'kettle' or 'cauldron creek'), with its church, pastor, and local merchant, is situated, as its name imports, in a basin of peculiar form.

#### IV. From the North Cape to Vadse.

39 M. (156 Engl. M.). Hamburg steamer once weekly in 2 days. The celebrated 'bird-mountain' of Sværholtklubben (p. 261), the most interesting point of the whole journey, is touched at also by the tourist steamers, which return thence to the North Cape.

Distances are calculated from Thronhjelm, see p. 223.

Beyond the North Cape the sole attraction of the voyage consists in the utter bleakness and solemnity of the scene. Both mainland and islands now consist of vast and monotonous plateaux, called *Næringe*, rising to a height of 1000-2000 ft., and generally unrelieved by valleys. The steamboat traverses long fjords without seeing a boat, or a human habitation, or even a bush, for half a day at a time. At the heads of these fjords, on the other hand, we frequently find smiling little colonies, surrounded with bushes and trees, and houses boasting of the amenities of pianos, newspapers, and engravings. With the North Cape terminates the Skjærgaard, or island-belt of Western Norway, and the coast is here washed by the long sweeping waves of the Arctic Ocean. Fogs often prevail here, causing detention and even danger to the steamboats.

The immense **Porsanger-Fjord**, about 20 sea-miles in length and averaging 3 M. in breadth, opens to the E. of the Magerø-sund. Numerous streams fall into it at its head. The banks are barren, unpicturesque, and almost entirely uninhabited, but present a beautiful appearance when richly coloured by the mid-night sun. In July and August the *Sei* ('saithe', *Gadus virens*), a fish of the cod species, is largely caught here in nets, each of which is managed by 6-8 boats. The proximity of a shoal is indicated by the black and ruffled look of the water and the attendant flock of thousands of sea-gulls. The *Sei* enters the fjord in pursuit of the *Lodde* (*Osmerus arcticus*, a kind of smelt), which resorts to the shore to spawn. At this season (known as the *Makketid* or *Parringstid*, the 'mating time' of the sea-fowl) numerous Russian vessels are seen in the harbours in this region, where they purchase fish, salt it on board, and convey it to Archangel. — The Ham-

burg steamer enters the Porsanger-Fjord. It passes the *Porsanger-næs* on the right, a promontory glittering with white quartz, and steers to the S. to —

172 M. *Repvaag*, near the *Tamsø*, a flat island with extensive moors where *Mullebær* ('cloud-berry', *Rubus chamæmorus*) grow in abundance, and tracts (*Dunvære*) where the 'down' of wild-fowl is largely collected. A considerable sum obtained from these sources is paid annually to the 'Stiftsamtmænd' of Finmarken. — In the Porsanger-Fjord, about 5 M. farther S., is *Kistrand*, the next station, with a church, a clergyman, and a doctor, and on the S. side a small birch-wood which is locally regarded as a little paradise.

After this long deviation from its direct course the steamer returns to the N. to the mouth of the Porsanger-Fjord and steers round \**Sværholtklubben*, an almost perpendicular promontory of clay-slate, 1000 ft. in height, a resort of millions of sea-fowl (chiefly gulls, *Larus tridactylus*). When scared by a cannon-shot fired from the steamer, about one-third of the birds take to wing in dense clouds, and after an interval of a few seconds of perfect silence utter their peculiar cries, the effect of which collectively somewhat resembles the sound produced by the escape of steam from a boiler. The gulls which remain sitting on the ledges of the black rock contrast picturesquely with it, looking not unlike long rows of pearls. The proprietor of the promontory, the Landhandler *Krøbel*, lives in a small bay on the E. side of it, called —

*Sværholt*, where the steamer touches in fine weather only, and of which he and his family are the sole inhabitants. He derives a considerable income from the sale of the sea-fowls' eggs; while the birds themselves are used as fodder. They are prepared for this purpose by being buried in the earth for a time, and are afterwards packed in casks.

Beyond the *Klubbe*, the N. extremity of the long peninsula of *Spite-Njarga* (the latter word being synonymous with *Næs*, 'promontory'), which separates the Porsanger-Fjord from the *Laxe-fjord*, the Hamburg steamer steers to the S.E. across the latter to —

180 M. *Lebesby*, on the E. bank, a prettily situated place, with a church and a Landhandler. It next steers to the N. and passes the mouth of the *Eidsfjord*, at the head of which lies the low and narrow *Hopseid*, separating it from the *Hopsfjord*, a branch of the Tanafjord (p. 262; a canal through the Hopseid is projected). The valleys descending to the Laxe-fjord, like those in the Porsanger and Tana Fjords, are all very short, with level floors, generally several hundred feet above the water. We observe numerous old coast-levels, some of them 200 ft. high, and usually two of them together, one above the other. The *Fjære* (*æstuarium*), or shore between high and low-water mark, is also an object of interest. The *Drottviknæring*, the promontory between

the Laxefjord and the Kjøllefjord, is a majestic mass of slate-rock, divided into perpendicular sections, and furrowed by deep gullies, at the head of which there are large deposits of snow. At the extremity of the promontory rises the \**Store Finkirke*, a huge and picturesque rock, and in the Kjøllefjord, a little beyond it, is the *Lille Finkirke*, resembling a ruin. The vertical strata of sandstone here are not unlike a basaltic formation. At the head of the fjord we reach —

177 M. **Kjøllefjord**, an 'Annexkirke' of Lebesby, with several houses and 'Gammer' (see p. 251). The shore is covered with boulders, and the pilots state that the bottom of the fjord is completely paved with them. An ancient coast-level is distinctly traceable on the right.

Leaving the Kjøllefjord the vessel steers round the *Rødevæg* ('red wall') to the station (178 M.) *Skjætningberg*, and along the bold rocky bank of the *Čorgas-Njarga* (pron. Chorgash), a large peninsula connected with the mainland by the narrow isthmus of Hopseid, already mentioned. The N. extremity of the peninsula is the \***Nordkyn** (or *Kinnerodden*), in 71° 6' N. lat., or 5' (nearly 6 Engl. M.) to the S. of the North Cape, but really the northernmost point of the mainland of Europe, and almost surpassing the N. Cape in grandeur. Two bold mountains on the W. side guard the entrance to a basin, bounded by a perpendicular cliff with a horizontal top, in which lies *Sandvær*, a solitary fisherman's hut. The masses of quartzose rock, broken into enormous slabs, have a very imposing effect. The snow extends at places down to the water's edge. Part of the Nordkyn has become detached from it, leaving a passage through which boats can pass. Fishing-boats sometimes obtain refuge here, but in certain states of the wind the *Afløsning* ('detached portion') affords no shelter. Immediately to the E. of the Nordkyn is a deep *Gully* ('Kile') in the rocks, into which large blocks of stone have fallen, leaving openings below them (described by *Keilhau*, 'Reise', pp. 79, 80).

Beyond the Nordkyn on the right are the promontories of *Smørbringa* and the flat *Sletnæs*, with a curious rock-formation called '*Biskopen*'.

The next stations are (179 M.) *Sandfjord*, (180 M.) *Mehavn*, and (182 M.) *Gamvig*. Passing *Omgang* the steamer now enters the large **Tanafjord**, about 10½ sea-miles in length, and skirts the E. bank, with its variegated quartzose rock-formation. To the W. lies the narrow *Hopseid*, which separates the Tanafjord from the Laxefjord (p. 261). The mountains on the E. side of the fjord increase in height, culminating in the *Stangenæsfield* (2360 ft.). To the W., farther on, is *Digermulen*, a peninsula separating the Tanafjord from its branch the *Langfjord*, and to the S. rises the *Algas-Varre* ('holy mountain'), above *Guldholmen*. A few isolated 'Gammer' of the Finnish families settled here are the only human

habitations to be seen. Passing *Molvik*, the steamer stops at (190 M.) *Stangenæs* (Lapp, *Vagge*, 'valley'), where there is a manure-manufacture. Bushes, trees, and even a few patches of potatoes are seen here. From this point we survey the *Vestre* and *Østre Tanafjord*, the upper branches of the fjord, and the *Leebotten*, a bay to the S.E. When a high S. wind prevails, gusts of wind usually descend from all the branches of the fjord, causing strong local currents. — About  $13\frac{3}{4}$  M. to the S. of *Stangenæs* is the *Church of Tana*, opposite which is *Guldholmen*, at the mouth of the *Tana*, where the water is shallow, so that the steamer cannot proceed beyond *Stangenæs*.

The steamer now retraces its course through the *Tanafjord*, skirts the *Tanahorn* (860 ft.), at the N. end of the peninsula of *Rago-Njarga*, and steers to the E. to (180 M.) *Berlevaag*. The scenery becomes more and more dreary, and the shore with large expanses of snow is now lower (400-500 ft.), its desolateness being frequently concealed by fog. The succession of promontories, all of uniform character, with intervening bays, has not inaptly been compared to the scenes on the stage of a theatre. *Berlevaag* lies in a bay on the N. coast of the *Rago-Njarga*, which is bounded on the E. by the *Kongsfjord*, in which lie the *Kongsøer*, pleasant-looking grassy islands haunted by thousands of sea-fowl. To the S.E. of this fjord lies the peninsula *Vargag-Njarga*. 197 M. *Syltefjord* (Lapp *Orddo - Vuodna*) possesses an interesting *Fugleberg* ('bird-hill'), frequented by thousands of sea-gulls and auks. A little farther on is *Havningberg*, with tasteful houses and a lofty wooden pier, and boasting of a garden containing grass. To the left, at a height of 20-40 ft., lies the former coast-line, above which run the telegraph-wires to *Vardø* and *Vadsø*. To the W. is the projecting headland of *Harbaken*. Near *Havningberg* is the cavern of *Ovnen*, nearly 100 ft. in depth. — In two days after leaving *Hammerfest* the *Hamburg* steamer reaches —

200 M. *Vardø* (*Figenschou's Hotel*), in  $70^{\circ} 22'$  N. lat., which has enjoyed municipal privileges since 1787, with 1350 inhabitants. It is prettily situated on the island of the same name, which is separated from the mainland by the *Bussesund*. The town has two harbours, the larger and deeper being on the N. side, protected by a large new breakwater, and the other on the S. side. To the W. of the town is the fortress of *Vardøhus*, founded about 1310, and now of no importance (garrison of 16 men only). To this fortress, however, Norway is indebted for her acquisition of *Finmarken*. Inscriptions here commemorate the visits of *Christian IV.*, king of Denmark and Norway, in 1599, and *Oscar II.*, king of Sweden and Norway, in 1873. To the E. of the town, which now consists of neat, well-built houses, covered with turf, while in 1600 it was merely a group of 'miserrima piscatorum tuguria', rises the handsome new timber-built *Church*, containing a brazen font. In the vicinity

are numerous *Hjelder* for drying fish. — If time permit, the traveller should ascend the (20 min.) \**Vardefjeld*, a rocky hill 100 ft. in height, immediately behind the church, which commands a view of the town and island, the *Domen* (650 ft.) rising to the S. E., the unbounded sea towards the E., and the district of *Syd-Varanger* to the S., with part of the adjoining Russian territory. Over the rugged and rocky banks, in which are numerous inky-black pools, gyrate thousands of chattering sea-fowl. Trending to the S. on our way back to the town, we observe numerous rounded boulders at a spot about 30 ft. above the present sea-level, marking a former coast-line.

The astronomer *Pater Hell* of Vienna observed the transit of Venus across the sun from the isthmus between the two harbours in 1768-69. He caused two stone columns to be erected on the bank of the *Nordrevaag*, the N. harbour, with a view to measure the gradual retrocession of the sea, but they have unfortunately disappeared. The church-register still contains a memorandum written by him on 22nd June 1769. — The climate here, though considerably colder than that of Hammerfest, is mild compared with that of the interior of the country, the mean temperature being 32° Fahr., the July temperature 47°, and that of January 14°.

Beyond Vardø the steamer passes the islands of *Renø* and *Hornø*, with their *Eider-Vær* and *Dun-Vær* (tracts where eider-down and feathers are gathered), where numerous ermines are also found. It then steers to the S., and afterwards nearly due W. The shore continues exceedingly barren, being enlivened only by the solitary fishing-stations of *Kiberg*, *Skalnas*, *Lille* and *Store Ekkerø*, in the sandstone rocks of which last, on the E. side, numerous sea-fowl make their nests. In the interior rise the mountains called *Ruyttotjock* and *Beljek*. The steamer passes the S. side of the *Vadsø* ('water-island'), on which the town of that name formerly lay, and finally casts anchor in the harbour between the island and the town, which now lies on the mainland (*Vargak* or *Varjag-Njarg*).

210 M. **Vadsø** (Lapp *Ćacce-Suollo*, pron. chahtze; Finnish *Vesi-Saari*; Russian *Vasino*; all signifying 'water-island'; *Hotel Krogh*), a town with 1700 inhab., including 900 Finns (*Kvæner*), lies in 70° 4' N. latitude, and has a climate similar to that of Vardø (see above). The Finns live at *Ytre-Vadsø*, the E. suburb, where one of them will on application prepare a vapour-bath for travellers who desire to try the genuine 'Russian bath'. There are no Lapp 'Gammer' here, but the dwellings of the Finns, who have immigrated from the principality of Finland, present several peculiarities which are worthy of notice. In every direction are seen *Hjelder* for drying fish, the smell of which pervades the whole place. On the W. side of the town is a *Manure Factory*. Potatoes thrive here, and a few stunted mountain-ashes and plum-trees succeed in braving the long winters. Some of the gardens contain forget-me-not, campion (*Lychnis*), and other flowers which in more southern countries bloom in spring.

The *Church* is a tasteful building on a hill to the N. of the town. The sacristy contains a votive picture dated 1661, representing a married couple with two sons and two daughters, before whom lie four dead children. Under the *Tower*, the ascent of which is recommended, is a curious offertory-box. — The town contains several large *Shops*, where interesting specimens of Russian workmanship (*Næverskrukker*, 'bark-pouches', etc.) among other articles are sold. — The chief sight of Vadsø is the \*Establishment of *Svend Foyn*, a whale-fisher from Tønsberg (p. 32), whose method of killing his prey (100 yearly) is by shooting harpoons and other projectiles at them from a cannon on board his steamer. The extensive buildings, which comprise a train-oil boiling-house, a manure-factory, etc., lie on the island to the S. of the town. Strangers are not always admitted, and they are rarely if ever allowed to take part in a whaling cruise. (See a spirited description by *Friis*, 'Kong Oscars Reise', pp. 95, et seq.)

If the traveller, instead of returning from Vadsø by the Hamburg steamer, proposes to return by the land-route viâ Nyborg, Seida and Guldholmen to the Tanafjord (a somewhat tedious and expensive journey), and at Stangenæs (p. 263) to join the steamer which brought him to Vadsø, he must make arrangements with the captain and start by the local steamer almost immediately on leaving the Hamburg boat. The local steamer steers to the W. through the *Varangerfjord* and passes the *Lille Vadsø*, *Paddeby* (where the first birches are seen), *Finsnæs*, where the *Nordre Jacobselv* falls into the fjord, and the *Klubnæs*, a promontory forming the extreme spur of the *Klubbefjeld*. The vegetation is much richer here than at Vadsø, and improves the farther we ascend the fjord. On the W. side of the Klubnæs, which was an ancient sacrificial station of the Lapps, lies —

*Mortensnæs* (good quarters at *Nordvi's*, the Landhandler). The Lapps have a number of their curious 'Gammer', or subterranean dwellings here, and in the neighbourhood are several of their old burial-places, situated among heaps of stones (*Sten-Ur*). The other objects of interest are a *Bautastein* (*Zævdse Gædge*) and some ancient stone rings. — The *Storfjeld*, which may be ascended hence, commands a fine view.

Passing the church of *Næsseby*, the steamer enters the *Mæskelfjord*, the last bay on the N. side of the main fjord. To the N. rises the *Mæskeshoug*, a hill once regarded as sacred (*Mæske-varre; passe-aldo*).

5 M. **Nyborg** (quarters at *Pleym's*, the Landhandler, dear). The women here wear a curious adornment on the back of their heads, similar to that used by the Icelandic women, consisting of a piece of wood (Finnish, *fierra*) somewhat resembling a helmet, covered

with velvet or other stuff, and trimmed with coloured ribbons. From this point travellers sometimes ascend the *Madevarre* (1470 ft.), 9½ Engl. M. to the N., where the forest extends to a height of 700 ft. above the sea-level. The summit affords a good survey of the interior of the extensive peninsula. — An excursion may also be made to the S. by boat round the *Angsnæs* to the *Karlebotn*, and thence on foot to the *Golmes-Oaive* ('three heads', about 1300 ft. high).

For the journey from Nyborg to the Tanafjord (50 Kil.), horses and boats are not easily procured for a party of more than four persons. We start early and ride across the *Seidafjeld* (over which extends a *Rengjarde*, or wall to prevent the reindeer from straying) to *Suoppanjarg* ('lasso-promontory'), or to the more conveniently situated (16 Kil.) —

*Seida*, both of which lie on the *Tana*. Keilhau compares the latter to a 'large group of sæters'. We now take a boat (dear), manned with a rower and steersman, and with seats for two passengers only, and descend the *Tana*, the second-largest river in Norway, in the waters of which particles of gold occur, and which as a salmon-stream is said not to be inferior to the Namsenelvi (p. 221). (In ascending the river the boatmen propel their craft by the process of *staken*, i. e. punting or poling.) The boat careers down the rapids (*Stryk*) at an exciting pace. The boatmen are generally able to speak Lappish only.

At *Gulldholmen* ('gold island'; 30 Kil. from Seida), a small island at the mouth of the Tana, opposite the church of Tana, we shall probably arrive in time to row to (4 Kil.) *Stangenæs-Vagge*, and there meet the Hamburg steamer.

### 30. Syd-Varanger.

If the traveller does not return to Hammerfest by the same steamer he must wait a week for the next. In this case he should pay a visit to the E. part of SYD-VARANGER, a district much extolled by the Norwegians. On this expedition, for which *Frøis's Lapland* will be found a useful companion, the traveller will have frequent opportunities of making acquaintance with the Lapps and the industrious Finns (*Kvæner*). — The best guide to the inner Varanger-Fjord and the S., as far as *Golmes Oaive* (in the parish of *Nesseby*) is Keilhau's *Reise i Østfinmarken*. The country is wooded and mountainous, and almost entirely uninhabited. The explorer should be provided with a veil (*Stor*) in the form of a bag, covering the whole head and fastened round the neck, and if possible with a mosquito-tent (*Raggas*) also, as gnats (*Culex pipiens*) occur in such swarms as sometimes to darken the sun.

The district lying to the S. of the Varanger Fjord long formed a subject of dispute between Norway and Russia, but the frontier was at length defined by the convention of May, 1826, and finally confirmed by the protocol of August, 1834. — This region abounds in timber (whence it is usually known as *Raftelandet*, 'Raft' signifying planks or rafters), in fish, and in birds.

The local steamer conveys us from Vadsø to (2 M.) **Bugonæs** (good quarters at the Landhandler's), from which the *Bugøfjord* runs a long way inland. To the W. rises the *Bugonæsfjeld* (1750 ft.), and to the E. the *Brasfjeld* (1335 ft.). Farther to the E. we pass the large and barren *Skogersø*, bounded by the *Kjøfjord* on the W., and the *Bøgfjord* on the E. side. On the *Kjøfjord*, the banks of which are almost uninhabited, is a 'Fugleberg'; the upper part of the fjord is called the *Neidenfjord*, into which fall the *Neidenelv* and *Munkelv*. Several colonies of Finns are settled here; their dwellings are clean, but the accommodation is very poor. The steamer steers through the *Korsfjord* into the *Bøgfjord*, at the mouth of which lies —

*Kirkenæs*, on the promontory between the *Bugøfjord* and the *Klosterfjord*, with the church and parsonage of **Sydvaranger** (rooms at *Figenschou's*, the Landhandler). Farther up the fjord (5 Kil.) lies **Elvenæs** (rooms at *Klerk's*, the Lendsmand) and about 4-5 Kil. beyond it the chapel of *Boris-Gleb*, named after two Russian saints, and situated in a Russian 'enclave' of  $\frac{4}{9}$  Engl. sq. M. in area. The old church is adjoined by a new one built of stone. At *Boris-Gleb* reside the so-called *Skolte-Lapps* ('scalp Lapps'), who derived their name from the fact that they were formerly bald from the effects of disease. (*Friis's Lapland*, pp. 149, et seq.; *Keilhau*, pp. 48, et seq.)

At *Elvenæs* the large *Pasvik-Elv* or *Kloster-Elv* falls into the fjord. It derives its latter name from *Kloster Peisen*, a monastery once situated here. The river consists of a series of twelve lakes, connected by about twenty-nine waterfalls, and for a distance of 60 Engl. M. forms the frontier between Norway and Russia. Its source is the *Enare-Træsk*, a large lake, about 2940 Engl. sq. M. in area. A visit may be paid from *Boris-Gleb* to the *Storfos* (*Gieddegævdnje*) and to the (6-7 Kil.) *Harefos* (*Njoammel Guoika*, 'hare-fall'), situated near the *Valegas-Javre*, a lake swarming with trout; also to the (40 Kil.) *\*Männikö-Koski* ('pine-waterfall'), the route to which traverses the fine forest-scenery of the *Sydvaranger*.

A good road leads from *Elvenæs* to the (9 Kil.) head of the *Jarfjord*, on which we may row to *Pasvik* (from the *Lapp basse*, 'sacred'), a fishing hamlet with a good harbour. A little farther E. (8 Engl. M. from *Pasvik*, and 55 M. to the S.E. of *Vadsø*) is *Jacobselvs-Kapel*, the last steamboat-station, and the last place in Norway. Since the visit of *Oscar II.* in 1873, which is commemorated by a marble slab, the place has been named '*Oscar den Andens Kapel*'. It lies on the *Jacobselv* (*Lapp Vuorjem*), which here forms the boundary between Norway and Russia. The smelt-fishery carried on here is very important. The fish (*Lodde*, see p. 260) is used as bait for the cod and other fisheries.

The following *Lapp* words are of frequent recurrence: *duoddar*, mountain; *varre*, hill; *varre-oaive*, hill-top; *ljokk*, point; *njarg*, pro-

montory, peninsula; *suolo*, island; *gedge*, stone; *sieidi* (*sieidi-gergi*), a stone or rock occupied by a *saiwo* (see p. 254); *çacce* (pron. *chatze*), water; *vuodna*, fjord; *tshoalmi*, strait; *javre*, lake; *gaiva*, spring; *jokki*, river; *guotka*, waterfall; *njalmi*, estuary; *ækna*, glacier; *olmiis* (s like *sh*), person, human being; *goatte*, house; *maa*, land; *buocco* (*buotzo*), reindeer; *suoppa*, lasso; *guösse*, cow; *guösse-voja*, cow's-fat, butter; *guolle*, fish; *guotjin*, trout; *muorra*, tree; *bætse*, *dædno*, fir, pine; *kumse*, cradle; *pulk*, *kjærriis*, sledge; *beska*, fur-coat; *gabmagak*, shoes; *skalkomager*, fur-boots; *bellinger*, leathern gaiters; *nibe*, knife; *doppa*, edge; *bænnagutam*, a mile (literally 'as far as a dog's bark is heard').

The Lapp greeting on entering a house is '*rafte vissui*' (peace to your house)! The answer, '*ibmel addi*' (God grant it)! '*Burist*', or '*buorre bæive*' (good day)! Answer, '*ibmel addi*'!

## 31. Inland Routes from the Altenfjord

### a. From the Altenfjord to Karasjok.

200 Kil. (125 Engl. M.). The journey on horseback in summer takes 3-4 days, but can be accomplished more quickly in winter by sledge (*kjærriis*, *pulk*). Three *Fjeldstuer*, those of *Jotkajavre* (or *Romsdalsstuen*), *Mollesjok*, and *Raudejavre* (*Sarrisstuen*), afford shelter for the night. Beyond Jotkajavre the greater part of the journey may be performed by boat on a series of lakes and rivers. The guide (*vappus*, 'pilot') must understand Laplandish. In summer most of the Lapps migrate to the coast, but in March and April they may be seen here to advantage. The days are already long, but profound winter still reigns. The journey is then performed in a *kjærriis* (sledge) or a *pulk*, drawn by a reindeer; the *pulk* somewhat resembles a canoe, being covered in front. The motion is very rapid, and the swaying of the *pulk* is usually steadied by attaching another reindeer behind, called a *Stoppe-Ren* (driving '*i Slagtem*'), besides which a *Vare-Ren*, or reserve-reindeer, accompanies each *pulk*. Lapp costume (*pesk* or *beska*, a fur-coat; *skalkomager*, fur-boots; *bellinger*, leathern gaiters) is desirable for this expedition in winter, besides which a *pose*, or sheep-skin sack for sleeping in, is also useful. The Lapps always use their furs with the hairy side outwards.

*Bossekop*, on the *Altenfjord*, see p. 255. Beyond *Gaarden Alten* the route crosses the *Altenelv*, and leads inland, towards the S.E. On the way we pass a number of *sieidi*, or sacred stones (*sieidi-gergi*, 'oracle stones'); several of these are to be seen at the top of the *Kongshavnfjeld*, projecting into the *Altenfjord*. We also pass several 'sacred mountains' (*Basse Varek*, *Ailegas*), which were formerly worshipped by the Lapps. The ancient belief was that they contained a *saiwo*, or paradise, inhabited by Lapps and reindeer.

The first night is generally spent in the '*Fjeldstue*' at the small lake of *Jotkajavre*, also called the *Romsdalsstue* (about 45 Kil. from *Bossekop*). Beyond this lake we observe to the N.E. the *Vuorie-Tjokk*, a barren conical mountain, and, farther on, the *Vuolla-Njunnes* to the E., both of which were once famous places of sacrifice. The country is for the most part well wooded, and the valleys are often very picturesque. We descend the valley of the rapid, but navigable *Jes-jok*, or *Es-jok*, into which a route from *Kautokeino* (p. 269) also descends. The second *Fjeldstue*, the *Mollesjokstue*, is about 40 Kil. (25 Engl. M.) beyond *Jotkajavre*. We then cross the *fjeld* to (30-35 Kil.) the third station, on the *Zarijok*-

*javre*, and (15 Kil.) the *Karasjokka* (rapid river), on the left bank of which we now descend to (15 Kil.) *Karasjok*.

**Karasjok** has a church, a *Lensmand*, and a *Landhandler*, and is admirably adapted for affording an insight into the mode of life among the Lapps. — About 15 Kil. farther to the E. the *Karasjokka* unites with the *Anarjok*, the right bank of which is Russian territory. The combined rivers form the *Tana-Elv*, by which we may descend by boat to *Seida* (p. 266) in 3-4 days. Travellers on their way to *Nyborg* leave the river at *Suoppanjarg*, 11 Kil. above *Seida* (see p. 266). The water of the *Tana* is auriferous, but the yield is too small to repay the cost of extracting the gold.

### b. From Alten to Håparånda in Sweden.

750 Kil. (465 Engl. M.). This fatiguing journey occupies 11-13 days. From *Alten* to (180 Kil.) *Kautokeino* 4 days, thence to (205 Kil.) *Muoniovara* 3-4 days, and from *Muoniovara* to (365 Kil.) *Håparånda* 4-5 days.

Considerable interest attaches to this overland route, and several points on it have attained celebrity in the scientific world, from its having been trodden by *L. v. Buch*, *Acerbi*, *Martins*, *Bravais*, *Oscar Schmidt*, and other scholars and naturalists. To this day it possesses attractions for the scientific traveller and the sportsman, but can hardly be recommended to the ordinary tourist.

The best time for the journey is between the middle of August and the middle of September. Earlier in the season the myriads of mosquitoes are insufferable, and at a later period the days draw in and snow begins to fall. The traveller's passport must be *visé* by a Russian ambassador or consul (a consul at *Hammerfest*).

FROM ALTEN TO KAUTOKEINO (180 Kil. or 112 Engl. M.). The shorter and preferable route crosses the mountains to the W. of the *Altenelv* (the longer, about 136 Engl. M., follows the course of that river). A guide and horses should be engaged for the whole journey to *Karesuando* in Sweden. (*Johan Strand* at *Bossekop* is recommended as a 'Vappus' or guide; his charge is 60 kr., and as much more for each of the two horses which each traveller requires.) Four *Fjeldstuer* afford shelter for the nights, but provisions must be taken for the journey. Heavy luggage should be sent round to *Stockholm*, or if necessary to *Håparånda*, by steamboat and railway; if taken across country, a third horse will be required to carry it. — The highest part of the vast mountain-tract which the route traverses is the *Nuppivarre* (2600 ft.; *varre* being the Lapp, *vara* the Finnish word for mountain). The stations are: (28 Kil.) *Gargia*, (40 Kil.) *Solovom* or *Suolovuobme*, (50 Kil.) *Pingisjärvi*, and (60 Kil.) *Kautokeino*. From *Solovom* geologists should pay a visit to the deposits of coal on the neighbouring *Akso-Javre*.

The longer route, following the *Altenelv* (*Alatajokki*), crosses the *Beskadosfjeld* to the *Ladnijsaure* and *Masi*, in order to avoid the *Sautzofosse*, the waterfalls formed by the lower part of the river; a boat is then taken on the now sluggish *Altenelv* to —

**Kautokeino** (about 900 ft.; good quarters at the *Landhandler's*, or at *Vorum's*, the *Lensmand*, who is obliging, and will afford

useful information), a settlement of Lapps and a few Finns most of whom are absent in summer, and possessing a church and parsonage. The sides of the village-well are partially coated with ice, even in summer. A few birches thrive here, but no pines are to be seen. (*L. v. Buch*, vol. ii.; *Ch. Martins*, 'Du Spitzberg at Sahara', vol. i.)

FROM KAUTOKEINO TO KARESUANDO (105 Kil. or 65 Engl. M.) a journey of two days. The traveller may ascend the *Altenelv* by boat, or ride along its bank, to (22 Kil.) *Mortas*. Thence to —

*Syvajärvi* in Finland (Russia), 55 Kil. more. The frontier, which we cross 11 Kil. before reaching this place, was declared by the Danish-Swedish treaty of 1751 to be formed by the watershed between the Arctic Ocean and the Gulf of Bothnia. A ride of 28 Kil. more, traversing the watershed, about 1850 ft. in height, and presenting little interest, brings us to —

**Karesuando** (*Inn*), the first village in Sweden. The church was formerly at *Enontekis*, but when that place was annexed to Finland in 1826 it was transferred to Karesuando. The *Muonio-Elf* is here nearly 400 ft. wide. Barley is cultivated at Karesuando with tolerable success. *Petrus Lästadius*, the author of the Lapland 'Journal' (Stockholm, 1831), was once the clergyman here.

FROM KARESUANDO TO NEDRE MUONIOVARA, 100 Kil. (about 62 Engl. M.), a journey which may be accomplished in one day by boat on the *Muonioelf*, which forms the boundary between Sweden and Finland. The trip is an interesting one, the passage of the cataracts here being unattended with danger. It is usual to hire a boat and rowers as far as *Muonioniska* ('beginning of the Muonio') on the Finland side, or to *Muoniovara* (good quarter's at *Fostrum's*) on the Swedish side; but a fresh boat may be engaged at each of the following stations: (20 Kil.) *Kuttainen*, (20 Kil.) *Palujokko*, (30 Kil.) *Ketkisuando*, (20 Kil.) *Öfvre Muonioniska*, and (10 Kil.) *Muoniovara*. About 12 Kil. below *Ketkisuando* are seen the first pines (*Abies excelsa*). An interesting description of the salmon-spearing in the Muonio by torch-light is given by *L. v. Buch* in his second volume. *Muoniovara* is picturesquely situated, and boasts of a few corn-fields.

FROM MUONIOVARA TO HÁPARÁNDÁ (365 Kil. or 226 Engl. M.) the journey is also performed by boat, first on the *Muonio*, and then on the *Torne-Elf*. The rushing of the *Muoniokoski*, a tremendous cataract, upwards of 1 Engl. M. long, is already audible here, though nearly 1 Engl. M. distant. The descent is a most exciting trip, unsuited for nervous persons. The foaming river careers wildly through a rocky gully and over sunken rocks, lashing the sides of the boat and half filling it with water. At one point there are two falls, each about 6 ft. in height, and near each other, between which the stream has to be crossed in order to reach another narrow channel where the descent is less sudden.

'You cannot perform this passage by simply following the stream, but the boat must go with an accelerated quickness, which should be at least double to that of the current. Two boatmen, the most active and robust that can be found, must use their utmost exertions in rowing the whole time, in order that the boat may overcome the force of the stream, while one person is stationed at the helm to regulate its direction as circumstances may require. The rapidity of the descent is such, that you accomplish an English mile in the space of three or four minutes. The man that manages the rudder can with difficulty see the rocks he must keep clear of: he turns the head of the boat directly in the line of the rock he means to pass, and when he is in the very instant of touching it, he suddenly makes a sharp angle and leaves it behind him. The trembling passenger thinks that he shall see the boat dashed in a thousand pieces, and the moment after he is astonished at his own existence. Add to all this, that the waves rush into the boat from all sides and drench you to the skin; while, at other times, a billow will dash over the boat from side to side, and scarcely touch you'. — *Acerbi*.

The first part of the journey, to (280 Kil.) *Matarengi*, is usually performed by boat; the latter part, from Matarengi to (85 Kil.) *Háparánda*, by road. The boat from Muoniovara to Matarengi, or to Ruskola a little beyond it, is manned by three boatmen and has room for two passengers only. Besides the formidable cataract just mentioned, we descend a succession of other rapids, but the dangers of the passage have perhaps been somewhat exaggerated. The cost of the boat as far as Ruskola is about 80 kr., and the trip takes 2½-3 days. Good quarters are procurable at *Kihlengi*, *Kengis Bruk* (iron-works), *Pello*, and *Ruskola*. The large Muonio-Elf falls into the *Torne-Elf*, which descends from the *Torne-Träsk*, between the *Kexisvara* station and that of *Kengis Bruk*, 3½ Engl. M. below it. The interesting costumes of the natives at *Pello* should be observed. The *Kittis*, a neighbouring mountain, formed one extremity of a degree of longitude measured by Maupertuis in 1736.

*Matarengi*, 3 Kil. from Ruskola, was formerly called *Öfver-Torneå*. Near it, on the Finland side, a little to the S. of the Arctic Circle, rises the *Avasaxa* (670 ft.), a hill which commands a view of the midnight sun for one week. Comp. p. 372.

From Matarengi, where we leave the boat, to *Háparánda*, see p. 372.

## 32. From Christiania by Railway to Charlottenberg (and Stockholm).

143 Kil. (89 Engl. M.). RAILWAY in 4½-5½ hrs. (fares 10 kr. 55, 7 kr. 65, 4 kr. 80 *ö.*). — The train arriving at *Kongsvinger* in the evening spends the night there and goes on to Stockholm next morning. The hotels are often overcrowded, in which case travellers sleep in the railway carriages. Comp. p. 306.

From Christiania to (21 Kil.) *Lillestrømmen*, see p. 114. The Eidsvold line diverges here to the N., while the Stockholm railway runs towards the S.E., traversing a less interesting tract of country. *Lillestrømmen* lies on a narrow arm of *Lake Sieren*, formed by the influx of the *Lerelv* and other streams. The lake,

the broader part of which begins 5 Engl. M. to the S.E., at the influx of the *Glommen*, is 20 Engl. M. in length. (Steamboat once on week-days, with an additional trip on Mondays, from *Lillestrømmen* to *Sandstangen*, near the S. end, in  $3\frac{1}{4}$  hrs.)

29 Kil. (18 Engl. M.) *Fetsund*, where the train crosses the broad *Glommen*, just above its influx into Lake *Øieren*. Vast quantities of timber enter the lake here every spring on their way down to *Sarpsborg* and *Fredrikstad*. The train now follows the E. (left) bank of the river, which forms cataracts at places, all the way to *Kongsvinger*. 42 Kil. *Blakjer*; 49 Kil. *Haga*; 58 Kil. *Aarnæs*. At *Næs*,  $3\frac{1}{2}$  Engl. M. to the N., the *Vormen*, descending from Lake *Mjøsen*, falls into the *Glommen*. The next stations are (67 Kil.) *Sæterstøen*, (79 Kil.) *Skarnæs*, and (87 Kil.) *Sander*. Then —

100 Kil. (62 Engl. M.) **Kongsvinger** (\**Railway Restaurant*, with rooms to let; *Møllerud's Hotel*, *Jensen's*, both at a considerable distance from the station), formerly called *Leiren* ('the camp'), a small town on the right bank of the *Glommen*, with 1150 inhab., is reached from the station by a handsome bridge. The now dismantled *Fortress* (*Fæstning*; 770 ft.), which once played an important part in the wars between Sweden and Norway, commands a fine view.

FROM KONGSVINGER TO ELVERUM (100 Kil.), a good road, with fast stations, following the E. (left) bank of the *Glommen*, and leading to the N. to the districts of the *Solør* and *Østerdal*. The route presents little interest, and is now rarely traversed by tourists; but it may be preferred to the long circuit to *Elverum* via *Lillestrømmen*, *Eidsvold*, and *Hamar* by travellers from Sweden on their way to *Thronhjelm*. The accommodation is generally poor. The scenery of the valley of the *Glommen* is of a somewhat sombre character. On both banks, especially farther up the valley, extend vast tracts of forest, in which elks (*cervus alces*), bears, and all kinds of wild-fowl abound. The *Storsjø*, a basin of the *Glommen* above *Elverum*, has great attractions for the angler. Many of the other lakes near which the road passes also afford good fishing. *Elverum*, see p. 209.

The railway turns to the S.E. and quits the *Glommen*. The *Vingersø* near *Kongsvinger* and the long lakes near *Aabøgen* and elsewhere are basins of a now deserted channel of the *Glommen*, the old bed of which is followed by the railway (comp. p. 306).

112 Kil. *Aabøgen*, 122 Kil. *Eidsskog*, 133 Kil. *Magnor*, all with extensive timber-yards. The train quits the district of *Vinger*, in which *Kongsvinger* lies, a little beyond *Magnor*, and crosses the Swedish frontier.

143 Kil. (89 Engl. M.) *Charlottenberg*, the first station in Sweden, and thence to *Stockholm*, see R. 41.

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# SWEDEN.

## 33. From Christiania to Gothenburg by Railway.

356 Kil. (221 Engl. M.). From Christiania to *Fredrikshald*, the Norwegian 'Smaalensbane', in 5 hrs. (fares 6 kr. 18 ø., 4 kr. 12 ø.); thence to *Gothenburg*, the Swedish 'Bergslagsbana' in 9 hrs. (fares 16 kr. 5 ø., 8 kr. 95 ø.). Carriages changed at Møllerud. From Christiania to Gothenburg one through-train daily (with through-carriages) in 13¼ hrs. (fares 22 kr. 12 ø., 13 kr. 25 ø.).

The railway journey is on the whole tame and uninteresting, so that were it not for the *Trollhätta Falls* (p. 286) the preference should be given to the steamboat. Between Ed and Møllerud-Sunnanå the train may be quitted for the Dalslands Canal (see p. 276). Travellers who mean to pass the night at Fredrikshald are recommended to visit *Moss*, *Fredrikstad*, and the *Sarpsfjos* on the way, going on in each case by the next train. Steamers run daily from Moss, Fredrikstad, and Fredrikshald to Gothenburg. Travellers in the reverse direction are recommended to leave the railway at Moss and take one of the local steamers thence to Christiania, the approach to which by water is particularly fine.

*Christiania*, see p. 1. The train describes a curve round the suburb of *Oslo* and skirts the base of the *Ekeberg* (p. 12), affording a fine retrospect of the town. From (4 Kil.) *Bækkelaget* we have a good view of the islands in the *Ormsund*, with their villas. The train then skirts the *Bundefjord*, passing the country-residences of numerous Christiania merchants. 8 Kil. *Lian*. The train now ascends to (18 Kil.) *Oppegård* (320 ft.). To the right is *Næsodden*, a large peninsula separating the Christiania Fjord from the *Bundefjord*. — 24 Kil. *Ski*.

FROM *SKI* TO *SARPSBORG*, 80 Kil. (50 Engl. M.), by the 'østre linie'. There are no express trains on this line, and the ordinary service offers no advantage over the trains of the main line, in point of saving time. 6 Kil. *Kraakstad*; 13 Kil. *Tomter*; 20 Kil. *Spydeberg*. The line then crosses the broad *Glommen* on a handsome bridge, to (29 Kil.) *Asken*, with nickel-mines. 35 Kil. *Stitu*; 39 Kil. *Mysen*; 44 Kil. *Eidsberg*; 61 Kil. *Gantstad*; 72 Kil. *Varteig*. The train then runs along the *Nipen*, and crossing the *Glommen* by the bridge mentioned at p. 274, reaches (80 Kil.) *Sarpsborg* (see p. 274).

Stations *Aas*, *Vestby*, and (48 Kil.) *Soner*, near which last are the small timber-trading town of *Holen*, on the river of that name, and *Soon* (p. 38), on the Christiania Fjord, a steamboat-station and sea-bathing place. The train now descends to the fjord and skirts the bank of the picturesque *Mossesund*, the strait between Moss and the *Gjelle*. — See *Map*, p. 10.

60 Kil. (37 Engl. M.) *Moss*, see p. 38. The station is on the S. side of the town, near the sea-baths.

Steamers ply between Christiania and Moss several times daily, taking 4 hrs. to the trip. A great part of the course of these steamers lies between the *Gjelle* and the mainland.

The next stations are *Dilling*, *Rygge*, and *Raade*. Beyond  
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*Onsø* the train crosses the *Kjøbergelø*, passes through a short tunnel, and soon stops at —

94 Kil. (58 M.) **Fredrikstad** (*Olsen's Hotel*; *Isachsen's*, in the *Forstad* on the W. bank of the *Glommen*), a town with 9600 inhab., and a place of considerable importance owing to its situation at the mouth of the *Glommen*, Norway's largest river (350 Engl. M. long), on which the timber of the *Østerdal*, the most richly wooded district in Norway, is floated down to the sea. All the timber was originally exported hence in logs or planks, but much of it is now manufactured on the spot into doors, window-frames, etc., which are largely exported to Germany, Holland, and France. The river here is broad and deep. It is crossed by a steam-ferry, and a small steamer also runs several times daily to Sarpsborg in  $\frac{3}{4}$ -1 hour. The busiest part of the town is the so-called *Forstad*, on the W. bank of the river, which contains the railway-station, a large new church, a theatre, and the 'Forlystelsehus Valhalla', a popular place of amusement. The old town on the left bank was founded by King Frederick II. in 1570, and was once strongly fortified.

On the *Torsøkile* (*Kile*, 'bay'). 8 Kil. to the W. of Fredrikstad, lies *Hundebunden*, a pleasant sea-bathing place, also called the *Torsøkile Baths*. Farther on is the *Hankø Kystsanatorium* ('pens.' 120 kr. per month), which has daily steamboat communication with Fredrikstad.

Beyond Fredrikstad the train passes on the left some curiously worn rocks and a few isolated houses. It then crosses the outflow of a small lake and describes a wide curve towards the W. The banks of the *Glommen* here are covered with logs, and the river itself with rafts. Substantial farms are seen on every side. 103 Kil. *Greaker*. The train now quits the *Glommen*. 106 Kil. *Sannesund*, formerly called *Alvim*,  $\frac{1}{2}$  Engl. M. from the village of that name which serves as the port of Sarpsborg, with the quay for the steamers to Frederikshald (tramway to Sarpsfos, p. 275). *Hundebunden* (see above) lies 6 Kil. to the W.

109 Kil. (67 M.) **Sarpsborg** (*Railway Restaurant*; *Lillebye's Hotel*; *Kristiansen's Hotel*, R. 2 kr.), a small town with 3300 inhab., on the left bank of the *Glommen*, founded in 1840 on the site of an ancient town, which had been destroyed in 1567. To the N. of the town the river forms the lake of *Glenghølen*, and to the S.E. the magnificent waterfall of \**Sarpsfos*. A delay of a few hours is enough to visit the fall, which we may reach in 25 min. from the railway-station, either by proceeding through the town, or by turning immediately to the S.E., and regaining the high-road by a path-way farther on. The river pours its vast volume of water over a ledge of rock 140 ft. in width to a depth of 74 ft., while the water above and below the fall is 25-30 ft. deep. The scene is very imposing, particularly in May and June, when the river is in flood. As usual, a number of saw-mills and manufactories have been established on the brink of the thundering waters. The fall is crossed by a *Suspension Bridge*, constructed in 1854,

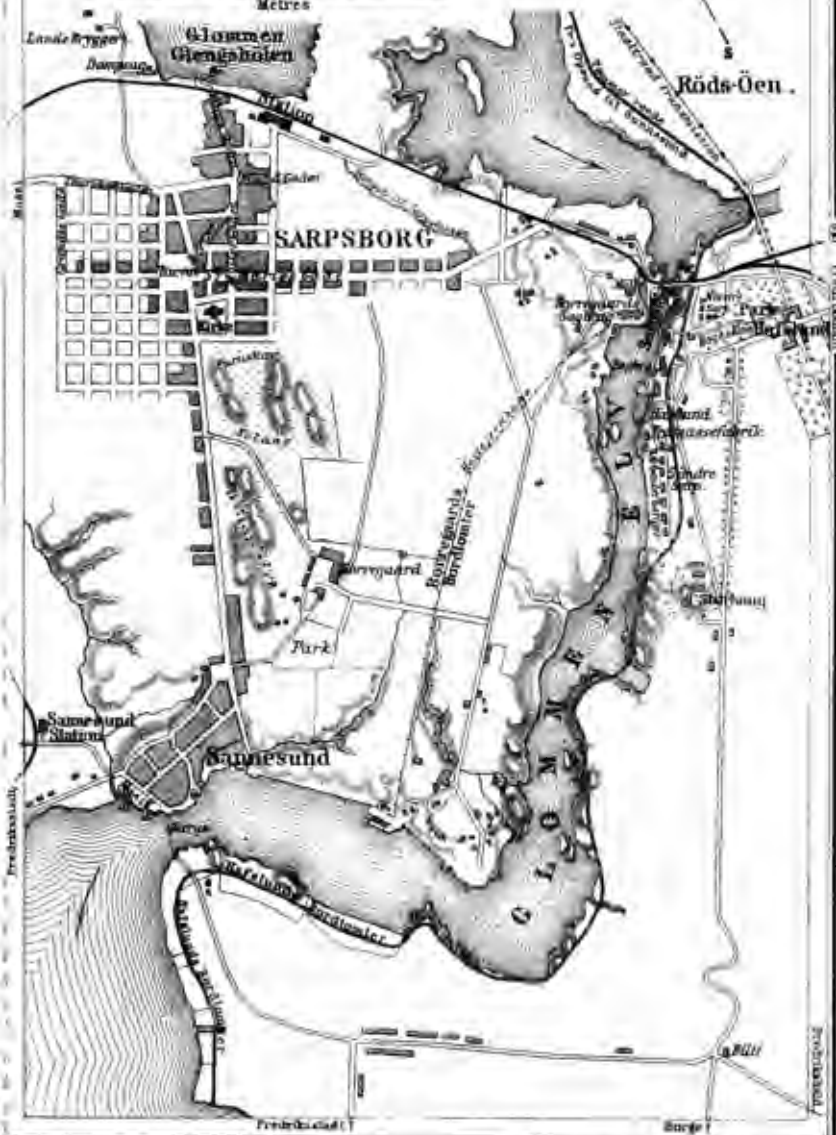
# SARPSBORG

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Mètres

N





borne by four piers, and above it is the new railway-bridge (see below). It is interesting to watch the timber shooting over the fall. On the E. bank there is a channel for the descent of the sawn wood. The gallery here affords the best \*\*View of the fall, which probably surpasses the Trollhätta in height and volume. It is, however, advisable to descend to the bank and walk as far as the last house, whence the fall is seen in its full extent. The swirl of water below the fall resembles the surge of the ocean, and there is a strong back-eddy which sometimes catches the logs of timber and prevents their farther descent. The *salmon-stairs*, recently put up, should also be noticed. In the winter of 1702 a portion of the right bank, 2000 ft. long and 1200 ft. broad, on which lay a large farm-house, having been gradually undermined by the action of the water, was precipitated into the waterfall, a catastrophe which caused the death of fourteen persons and about 200 cattle. The farm of *Hafslund*, now the property of a company at Christiania, is distinguished for the beautiful trees in its park (8 min. from the bridge).

A tramway ('Hestejernebane') runs from the Sarpsfos, between large stacks of timber ('Bordtomter') past *Borregard* to the harbour at Sannesund (p. 274). — From Sarpsborg to *Ski*, see p. 273.

The train now crosses the Glommen by a lofty bridge, commanding a view of the Sarpsfos to the right. 119 Kil. *Skjeberg*, situated in a marshy hollow; 131 Kil. *Berg*. The scenery here is tame and monotonous, woods and patches of arable land (*Smaalenene*) alternating with marshes and meadows. Farther on the train passes through several tunnels and reaches the *Iddefjord*. Stations *Rammen* and *Rød*. To the left rises a wall of rock. We cross the *Tistedalselv* and soon reach —

136 Kil. (84 M.) **Fredrikshald**. — \*SCHULTZ'S HOTEL, Kirkestræde (Pl. D, 3), R. 2 kr., L. and A. 80, B. 80 ö., German landlord; SVEA HOTEL, in the Torv (Pl. C, D, 3); JERNBANE HOTEL, at the railway-station (Pl. C, 3), well spoken of; these two less expensive. — STEAMERS to Gothenburg and Christiania, &c.

*Fredrikshald*, an old town, rebuilt after a fire in 1826, is picturesquely situated on both banks of the *Tistedalselv*, which here enters the *Iddefjord*. It is an important commercial place and one of the centres of the timber traffic of the E. districts of Norway and the adjoining parts of Sweden. On the S.E. it is commanded by the once important fortress of *Fredriksten*. The town contains 10,000 inhab., including numerous wealthy merchants, whose handsome villas line the bank of the fjord.

Fredrikshald owes its name and its fortress to the bravery with which the inhabitants repelled the attacks of the Swedes in 1658, 1659, and 1660, in consequence of which Frederick II. exchanged its old name of *Halden* for the present form. The Swedes under Charles XII. again attacked the town in 1716, but were again unsuccessful, chiefly owing to the gallantry of the brothers *Peder* and *Hans Colbjørnsen*. In 1718 Charles XII. besieged Fredrikshald a second time, but was shot in the

trenches at the back of the fortress of Fredriksten on 11th Dec. of that year, whereupon the siege was raised by his army.

A picturesque \*Walk may be taken along the harbour (Pl. C, 4), commanding a fine view of the Fredriksten and of the wooded islet of *Saugø*, to which we may row in a small boat (10 ö.). Crossing the island through a narrow ravine we gain on the other side (10 min.) a beautiful view of the fjord and the island of *Bratø*.

From the market-place (Pl. C, D, 3), where an unpretending monument has been erected in commemoration of the bravery of the brothers *Colbjørnson*, we ascend by a broad road, commanding a series of beautiful views, to the fortress of FREDRIKSTEN (370 ft.; Pl. C, D, 3; there and back by the direct route 1 hr., returning through the Tistedal, 3 hrs.), connected with which are the forts of *Overbjerg*, *Stortaarnet*, and *Gyldenløve*. From the E. gate of the fortress a road leads to the left to (5 min.) the *Commandant Park*, a well laid out promenade, with a *Monument of Charles XII.*, erected in 1860 on the spot where that monarch fell in 1718. It consists of a cast-iron pyramid with an inscription by Tegnér, to the effect that the hero, 'alike in fortune and misfortune, was the master of his fate, and unable to flinch could but fall at his post'.

In returning we choose the road through the \**Tistedal*, a valley containing a succession of picturesque waterfalls and several mills and manufactories. If the traveller has time to spare he may now cross the bridge and visit the W. part of the town, with its pretty promenades (music pavilion), and the *Peder Colbjørnson's Park* (Pl. D, E, 2).

To the S.W. (comp. Pl. A, 2) lie the beautiful park and villa of *Rød*, the former open to the public. — A charming drive (or by railway, see below) may be taken through the *Tistedal* to (5 Kil.) *Vein*, a country-house which commands a fine view of the Tistedal and the Femsjö (p. 277).

THE STEAMBOAT VOYAGE FROM FREDRIKSHALD TO VERNERSBORG by the Dalslands Canal (c. 160 Kil. or 100 Engl. M.; twice weekly, in 2 days) is now comparatively seldom made since the opening of the railway described in R. 36. Travellers, however, who desire to see a little of the Swedish canal system are recommended to choose this route from Ed to Sunnanå.

The Dalslands Canal was constructed in 1863-68 by *Baron Nils Ericson* (brother of the 'caloric' engineer John Ericson), at a cost of 1½ million kr. Its locks and sluices are among the greatest triumphs of engineering skill in Sweden. The scenery through which the canal passes is pleasing, though not grand.

A short branch-railway runs from Fredrikstad to Ed and to the 'Lastplats' Lee, on the W. bank of the *Stora Lee* (330 ft.), a narrow lake 35 Engl. M. in length. We now embark on the canal steamer, which first steers to the N. to *Foxen*, as the N. end of the Stora Lee is called, and then to the S. to *Trankils-Kyrka* and *Lennartsfors*, a waterfall which it passes by means of three locks. It then enters *Leelängen* (305 ft.), a lake 30 Engl. M. long. Near *Gustafsfors*, a station on the E. bank half-way down the lake, another canal diverges to the *Vestra* and *Östra Silen* lakes, to which a steamboat usually plies weekly. At the S.E. end of *Leelängen* we pass through the two locks of —

**Bengtfors** (*Gästgäfvaregården*), where the steamers in the opposite direction spend the night. The steamer now descends what may be termed a staircase of five locks to (6 Engl. M., while the traveller may walk) —

# FREDRIKSHALD

1:15,000



- 1. Byen
- 2. Fiskebryggen
- 3. Lutherske Skole
- 4. Rådhuset
- 5. Post
- 6. Theater
- 7. Følgehus
- 8. Fiskebod

C14  
C2  
C3  
D4  
D2  
C2  
C2  
C2  
C4



**Billingsfors** (*Gästgifvaregården*), where the steamer spends the night (7¼ hrs. from Strand). Billingsfors is prettily situated, and the neighbouring *Kasberg* commands a fine view.

We now enter the *Laxen-Sjö* (245 ft.), on the E. bank of which lies *Baldersnäs*, a charming country-house belonging to Hr. Wärn, a merchant of Gothenburg, with pleasant grounds, hothouses, etc. (curious grottoes in the limestone-rock). — Six more locks next descend to *Råvarpen* (192 ft.), and another at *Katrineholm* to *Åklängen* (185 ft.), a narrow lake with wooded banks, at the S.E. end of which we reach —

\***Hofverud** (*lun*), the most striking point on the canal. Great engineering difficulties had to be overcome here by Ericson's genius. As the loose nature of the soil on one bank and the rocks on the other rendered it practically impossible to construct a canal adjoining the river here, Ericson conceived the bold plan of throwing an aqueduct (116 ft. long) over the waterfall itself, and in the execution of his plan he has been eminently successful. The scenery at this point is also pleasing. While the vessel descends the four locks, the passenger may land and ascend to a small *Temple* on the left (E.) bank, which affords a fine view.

Below Hofverud are the two *höljar* of *Öfre* and *Nedre Holn*. (*Hölja*, a calm reach between two waterfalls.) Two locks descend thence to the *Upperdhölja*, beyond which the steamer traverses the *Hjerteruds-Sund* and the *Svansfjord*. Lastly it descends through the largest of all the locks to *Köpmannabro* (p. 360) on Lake Venern (155 ft.), and steers along the W. bank of Lake Venern (about 3½ hrs. more) to —

*Venersborg* (9½ hrs. from Billingsfors). Thence to Gothenburg. see R. 36.

Soon after leaving Fredrikshald we have a view of a huge wall of debris, penetrated by the *Tistedalselv*. The train then quits the Tistedal (see above) by a short tunnel at (86½ M.) *Tistedalen*, and runs along an ancient moraine, resembling an artificial embankment.

At (140 Kil. or 87 M.) *Femsjøen* we obtain a beautiful view of the lake of that name, which is about 37 Engl. M. in length and covered with hundreds of timber-rafts. The Femsjø is connected with the large *Aspern* and other high-lying lakes by canals constructed to facilitate the timber traffic. A small steamboat plies on the lake. The fortress of Fredriksten is visible to the W. for a short time. The train passes through several tunnels and reaches (150 Kil.) *Aspedammen*. To the left a view is obtained of the *Ørsjø*. Large stacks of timber are passed near (158 Kil.) *Prætebakke*, beyond which we enter a thickly wooded district. 167 Kil. *Kornse* is the last Norwegian station.

The line now crosses the Swedish frontier. The district, which is almost uninhabited, is marked by the traces of numerous forest conflagrations. At (177 Kil. or 110 M.) **Mon** (\**Rail. Restaurant*, D. 1½ kr.; comp. p. xx), the first station in Sweden, the custom-house examination takes place and time is allowed for dinner. The through train in the reverse direction arrives here at the same time. Beyond Mon the train traverses a large and bleak heath, surrounded by barren hills. Several cuttings are passed, showing the slate formation of the district. To the left is a hill of quartz. 185 Kil. *Hökedalen*.

189 Kil. (117 M.) *Ed*, picturesquely situated above the *Stora Lee*, to which a short branch-line diverges here. (The 'Lastplats' *Lee* is the terminus of the steamers on the Dalslands Canal, see p. 276.) At the W. end of the station is a tall stone erected in memory of Charles XII., who carved his name on an oak in the vicinity.

The district beyond *Ed* abounds in marshes, and the scenery is monotonous. 207 Kil. *Bäckefors*. The train traverses a tunnel, passes the *Tiåkersjö* on the right, and reaches (217 Kil.) *Dalskog*. Farther on we pass, on the left, *Lake Venern* and the small chalybeate baths of *Råstok*.

233 Kil. (145 M.) *Mellerud*, the junction of the Bergslagsbana (R. 48) and of the line to (3 Kil.) *Sunnanå* on Lake Venern. — From *Mellerud* to (356 Kil. or 221 M.) *Gothenburg*, see R. 48.

### 34. From Christiania to Gothenburg by Sea.

325 Kil. (201 Engl. M.). STEAMBOATS. The paddle-steamer *Christiania* plies direct to *Gothenburg* in 14 hrs., once weekly till the middle of June and twice weekly thence to the middle of September; and the new Swedish steamers *Aeolus* and *Zephyr* ply also once weekly. Their course lies outside the island-belt, and the sea is apt to be somewhat rough. Travellers who are inclined to sea-sickness may therefore prefer one of the slower boats, *Oscar Dickson* or *Albert Ehrensward*, which leave *Christiania* on Wed. and Sat. at 12 p.m., and perform most of the voyage *indenskärs*, or within the island-belt. They are 24-30 hrs. on the way. The intermediate stations are *Strömstad* (whence local boats also ply several times weekly to *Fredrikshald*), *Grebbestad*, *Fjällbacka*, *Lysekil*, and *Marstrand*. The mouth of the *Christiania Fjord* is very beautiful, but is unfortunately passed at night by most of the steamers leaving *Christiania*.

After the beautiful *Fjord* of *Christiania* is left behind, the coast scenery on this route is uninteresting, especially to those who have seen that of Norway, but the climate here is said to be unusually healthy, and the sea-bathing places are much frequented in summer. The water is much saltier and purer than in the recesses of the long Norwegian fjords. At some of the watering-places there are also mud-baths (*gyttjabad*). The inhabitants are chiefly fishermen, descendants of the ancient vikings, who have left representations of their exploits in the '*Helleristningar*' which are still to be seen in the parish of *Tunum* near *Grebbestad*, at *Brastad* near *Lysekil*, and elsewhere. At many points on the coast there are still remains of ancient castles, tombs, stone chambers (*valar*), and monuments (*bautastenar*), so that this region (*Bohuslän*) is justly regarded as one of the cradles of the early sagas of the North. The fishermen are not unfrequently prosperous and wealthy, especially those of *Smögen*. The cod, herring, lobster, and oyster fisheries are the most important. Windmills crown almost every small eminence. The thousands of islands through which the steamer threads its course are little more than bare rocks. *Oroust* and *Tjörn*, however, the largest of them, form exceptions, being fairly clothed with vegetation and at places well cultivated.

The \*FJORD OF CHRISTIANIA down to Moss is described in R. 5. Below Moss the fjord gradually widens, and the scenery becomes less interesting. At the mouth of the fjord the steamer steers to the E. into the picturesque fjord of *Fredrikstad*, see p. 274. — It then passes the *Hvaløer* on the right (on the largest the watering-place of *Kirkø*) and the *Singeløer* on the left, and enters the *Svinesund*, a long, narrow fjord. on a bay of which (the *Iddefjord*) lies —

**Fredrikshald**, commanded by the fortress of *Fredriksten* (see p. 275). After calling at Fredrikshald the steamer descends the narrow *Svinesund*, which forms the boundary between Sweden and Norway, again passing the *Hvaløer* on the right.

The first Swedish station is **Strömstad** (*Gästgifvaregård*, *Stadshötel*, each with restaurant; private apartments also procurable), a town with 2350 inhab., and a favourite watering-place, situated at the efflux of the *Strömså* from the *Strömsvatn*. The *badgyttja* ('bath-mud'), which possesses sanitary properties, is obtained from the *Boijarvik*, to the N. of the town, near the mineral spring *Lejonkällan*. In the environs are numerous caverns (*bergsgrottor*; the largest of which is *Österrödshålan*) and giant cauldrons (*jättegryttor*), which have been formed partly by the action of water and partly by that of ancient glaciers. Strömstad is a great depôt of oysters and lobsters.

Beyond Strömstad the steamer steers through the narrow *Harstensund*, with the mainland on the left and the islands on the right. To the right we observe the *Nordkosters Dubbelfyr* (lighthouse). Near *Grebbestad* was fought the battle of *Greby*, where there are numerous tombstones. A road leads hence to *Tanum*, the *Bullare Sjöarne* (two long, narrow lakes), *Östad*, *Hofsäter*, *Ejde Bratta* (755 ft.), and *Strömstad* (p. 278). From Hofsäter we may proceed to *Barby*, in Norway, whence a steamer plies to Fredrikshald.

The next station is *Fjällbacka*, with 800 inhab., the central point of the Swedish anchovy-trade, curiously situated at the foot of a precipitous wall of rock. The rock is penetrated by the *Rammelklåva* or *Djefvulsklåva*, a narrow cleft, near the top of which are several large stones wedged in between the opposing sides. The traveller may walk to the end of this singular gorge. To the W. are the *Väderöar* and the *Väderbodsfyr*. We now enter the *Soteffjord*, with its numerous sunken rocks (*blindskär*). On the peninsula of *Sotenäs* to the left are the fishing-villages and bathing-places *Smögen*, *Grafverna*, and *Tången*, beyond which is the *Malmö*, inhabited by the *Malmöpyttar* or *Malmöbarn*, a small and peculiar race, supposed to be a remnant of the aboriginal Finnish population of Sweden. About 4 M. from Fjällbacka is —

**Lysekil** (*Hötel Bergfalk*; *Stora Badhuset*), a favourite watering-place, with 1750 inhab., lying on the S. extremity of the long peninsula of *Stångenäs*, to the E. of which is the *Bokenäs*. Between

these peninsulas lies the *Gullmarsfjord*, extending to the N.E. to *Saltkällan*, a little beyond which lies *Qvistum*, a prettily situated place. In spite of its almost total want of shade Lysekil surpasses even Marstrand in popularity as a sea-bathing resort. The bathing arrangements are good, and there are numerous tasteful villas.

Beyond Lysekil some of the smaller coasting steamers take the inner course ('*inre vägen*'), passing through the *Svanesund* and between the islands of *Oroust* and *Tjörn* and the mainland. On their way they touch at *Uddevalla* (p. 288) and several other small watering-places.

Most of the steamers, however, take the outer course ('*ytre vägen*'), steering to the W. of the islands of *Skaftöland*, *Oroust*, and *Tjörn*. In *Skaftöland* are *Fiskebäckskil* and *Grundsund*, inhabited by fishermen and seafaring men. The next station is *Gullholmen* on the *Hermanö*. Farther on are seen the red houses and church of *Möllösund*, on the island of *Oroust*. The rocks are covered with *Klipfisk* (p. 242). The large steamers now pass through the *Kirkesund*, the smaller through the *Albrektssund*. Between Lysekil and Marstrand are the large lighthouses *Måskärs Fyr* in *Oroust*, to the W. of *Möllösund*, and *Hamnskärs Fyr*, near the dangerous *Paternoster Skär*, to the N. of Marstrand. Several other lighthouses are also passed on this voyage, and every harbour has its distinguishing beacon. About  $4\frac{1}{2}$  sea-miles from Lysekil, we next reach —

**Marstrand** (*Stadshotellet*), a town with 1400 inhab., on the E. side of a small island, visited by about 2000 sea-bathers annually. The handsome church of St. Mary dates from 1460. The sea here is generally calm, being protected by the island-belt, and the water is strong and bracing owing to the large quantity of salt it contains. The mild climate has gained for Marstrand the name of the 'Swedish Madeira'. Opposite the town, to the W., rises the fortress of *Karlsten*, the 'Gibraltar of the North'. To the N. is the *Koö*, with the small bathing-place of *Arvidsvik*. Small steamers ply regularly between Marstrand and Gothenburg. — About  $2\frac{1}{4}$  M. farther S. the steamboat reaches the mouth of the *Göta-Elf*, which it now ascends to —

*Gothenburg*, see below.

## 35. Gothenburg.

*Comp. the Plan, p. 264.*

**Arrival.** The large sea-going steamers land at the *Stora Bommens Hamn* (Pl. F, 2), the canal steamers at the *Lilla Bommens Hamn* (Pl. G. 1), both at some distance from the hotels. Hotel-omnibuses (75 ö.) and cabs (see below) meet the steamers. The *Stockholm Railway Station* (Pl. H, 1, 2) is quite close to the hotels, so that it is needless to take the omnibus. The station of the *Bergslags Bana* (Pl. H, 1; RR. 36, 48) is a little farther off.

**Hotels.** *HAGLUND'S HOT. & GÖTA KÄLLARE* (Pl. a, H, 2), in the *Södra Hamngata*, two separate houses, of which the former contains the best bedrooms, the latter the dining-room, etc.; R. 3 kr., A. 25. L. 50 ö.;

meals *à la carte*; \*CHRISTIANIA (Pl. b; H, 2), Drottningtorget 4, R. from 2 kr. — ROYAL (Pl. c; H, 2), Östra Långgatan 8; HOT. KUNG KARL (Pl. d; H, 2), Köpmansgatan 34; — \*HÔTEL KARL XV. (*Den Femtonde*; Pl. d; H, 2), Köpmansgatan, near the station, unpretending.

RESTAURANTS. \*Göta Källare, see above; \*Börsen, Gustaf-Adolfs-Torg; \*Frimurarelogen, Södra Hamngatan 31; *Hinriksberg*, at Stigbergsliden (Pl. C, 3), with view of the harbour. — Cafés (*Schweitzerier*): \*Café du Commerce, Skeppsbron; Börsen, see above; at the \*Trädgårdsförening. p. 283; *Lehnard's Café* (and confectioner's), Södra Hamngatan 59.

The Gothenburg LICENSING SYSTEM, which has given rise to so much controversy, has been in operation here for many years and is said to have worked well. It is at least certain that drunkenness has diminished greatly of late years. The system was also introduced at Stockholm in October, 1877, and the results are said to have been beneficial. The leading features of the system of licensing, or rather of *non*-licensing, are that a company is empowered to buy up all licenses and existing rights, and to open a limited number of shops for the sale of pure and unadulterated spirits, the salaried managers of which have no interest whatever in the sale of the spirits. The company, which is under the supervision of the municipality, after deducting interest at the rate of 5 per cent on the capital expended, hands over the whole of the surplus profits to the civic authorities, thus affording very substantial relief to the rate-payers, and to some extent throwing the burden of maintaining the poor upon those who impoverish themselves by their own improvidence and intemperance.

Post Office (Pl. 23; F, 2), Packhus-Torg. Telegraph Office, in the Museum (Pl. 27; G, 2), Norra Hamngatan 12.

Money Changers. *Skandinavisk Bank*, Vestra Hamngatan 6; *John Odell*, Franskatomten, by the Skeppsbro; *G. W. Schröder*, Bröderna Larson, both in the Norra Hamngatan.

Cabs (*Droskor*). Per drive within the town, 1-2 pers. 75 ö., 3-4 pers. 1 kr.; longer drive  $1\frac{1}{4}$ -3 $\frac{3}{4}$  kr.; to the Slottsskogspark  $1\frac{3}{4}$  or  $2\frac{1}{4}$  kr. — For one hour 1-2 pers.  $1\frac{1}{2}$  kr., 3-4 pers. 2 kr.; each additional  $\frac{1}{2}$  hr. 60 or 75 ö. — Each large article of luggage 10 ö.

Tramway from the Brunnsark through the Södra Hamngatan, Magasinsgatan, and Nya Allee to Stigbergsliden (comp. the Plan, G 2, F 2, 3, E C D, 3); fare 10 ö.

Steamboats. To *Christiania* (comp. R. 34) five times weekly in 14-18 hrs. (fares 18, 12 kr.); to *Strömstad* and *Fredrikshald* (see p. 275) almost daily; to *Uddevalla* ten times weekly; to *Fredrikshavn* in summer daily, on the arrival of the Stockholm express (in 5-5 $\frac{1}{2}$  hrs.; fares 8, 6, 4 kr.); to *Copenhagen* daily (11-24 hrs.), some of the steamers going direct, others touching at intermediate ports (cabin 15-18, steerage 12-16 kr.); to *Stockholm* through the Trollhätta and Göta Canals and Lakes Venern and Vettern three times weekly (at present Tues., Thurs., Sat., 11 p.m.), in 2 days (fares 30, 25 kr.; comp. R. 39); also a coasting steamer from Gothenburg to Stockholm twice weekly in 3 $\frac{1}{2}$ -4 days; to *London* on Thursdays (from London on Fridays); to *Hull* on Fridays (from Hull on Saturdays); to *Leith* fortnightly; also to *Hamburg*, etc. — Small steam-launches (*Angslupar*) also ply frequently from Skeppsbron (Pl. E, F, 2) to *Klissan* (every  $\frac{1}{4}$  hr.), *Majorna*, *Nya Varfvet* (hourly), *Nya Elfsborg* and *Långedrag* (6 times daily), *Bratten* (thrice daily), and *Stjernvik* (sea-baths; thrice daily).

Sea Baths at *Långedrag* (pleasant excursion by steam-launch, see above; 'Kallbad' 75 ö., 'Varmbad' 1 kr.; Café *Miramar*) and at *Stjernvik* (see above). River Baths by the *Hisingbro* (Pl. G, 1). Warm Baths in the *Renströmska Badanstalt* (Pl. 25; F, 2).

English Church in the Rosenlundsgata (reached by the Ekelundsgata from the W. end of the S. Hamngata).

Favourite Resorts. *Trädgårdsföreningen* (p. 283; music in the evening); *Lorensberg* (Pl. H, 4), with a bust of *Wadman*, the poet, by *Molin*; *Slottsskogs-Park*, p. 283. A Sunday 'Lusttur' to the 'Skjære' (Lysekil, p. 279) is interesting for the view it affords of the pleasures of the people; comp. the newspapers for Saturday.

*Gothenburg*, Swed. *Göteborg* (57° 42' N. lat.), a busy and prosperous commercial city, with 81,600 inhab., lies on the *Götaelf*, about 5 Engl. M. from its mouth, and possesses an excellent harbour, which is rarely closed by ice. The wide plain surrounding the town, though diversified with a few barren gneiss hills, is unattractive. The town itself presents a remarkably handsome and pleasing appearance, for which it is largely indebted to the enterprise and public spirit of the wealthier inhabitants. The suburbs of *Gullbergs Vass* and *Stampen* to the E., *Haga*, *Albostaden*, and *Annedal* to the W. and S.W., and *Masthugget*, *Majorna*, and *Nya Varfvet* to the W. now form part of the town.

Gothenburg is quite a modern place, having been founded in 1621, and it is to the Dutch settlers of that period (including the wealthy *Abraham Cabeliou*) that it owes the peculiar form of its streets and canals. The first great impulse to its commerce was given by the great continental blockade (1806), during which it formed the chief depôt of the English trade with the north of Europe. The principal foreign merchants now resident here are Scottish and German. The principal manufactures are cotton, machinery, and sugar. The numerous breweries and the ship-building wharfs are also conspicuous features.

The business-centre of the town, about equidistant (8 min.) from the railway-station and the principal steamboat-quay, is the **Gustaf-Adolfs-Torg** (Pl. G, 2), on the N. side of which rises the **Börs** (Pl. 14), or *Exchange*, the finest edifice in Gothenburg, erected in the Renaissance style in 1849, and embellished with twelve cast-iron columns in front. To the W. of it is the **Rådhus** (Pl. 24), or *Town Hall*, designed by *Nic. Tessin*, and built in 1670, but afterwards considerably altered. Behind it rises the German **Christina-Kyrka** (Pl. 8). The centre of the Torg is embellished with a *Statue of Gustavus Adolphus* (Pl. 16), the founder of Gothenburg, designed by *Fogelberg*. This was the second statue cast from the same model. The first was wrecked when on its way from Hamburg to Gothenburg, and was recovered by sailors of Heligoland, who claimed so exorbitant a sum for salvage that the Gothenburgers refused to pay it, and preferred ordering the statue to be executed anew (1854). The original statue now adorns the Domsheide at Bremen.

At the S.E. angle of the Torg is the junction of the *Stora-Hamn-Kanal* and the *Östra-Hamn-Kanal*, the two most important of the canals intersecting the town. The former is flanked with the handsome quays called the *Norra* and the *Södra Stora Hamngata*. — In the angle formed by these two canals lies the *Brunns-Park* (Pl. 15; G, 2), with pretty grounds, a handsome new fountain, and an establishment for warm baths.

At *Norra Stora Hamngatan* 12, in the building of the old East India Company, is the **Göteborgs Museum** (Pl. 20; G, 2), a

meritorious collection of pictures, zoological specimens, and industrial objects (admission on week-days 10-2.30 and 4-6, 25 ö.; on Sundays, 2-3, 10 ö.).

The NATURAL HISTORY COLLECTION includes admirable specimens of most of the fauna of Scandinavia, among the most conspicuous being a fine eland (*Elg*). A collection of plaster masks of distinguished men and notorious criminals is also shown here. — Upstairs are the PICTURES (*Taflor*), the best of which are: *Tidemand*, Bear-hunters, Rustic visitors; *Gude*, Landscape; *Möller*, The Sognefjord; *D'Unker*, Waiting-room, Dressing-room. Here also is a marble group of Cupid and Psyche, by *Pogelberg* and *Molin*.

A few paces to the W. of the Museum is the *Harbour*, with the *Stora Bommens Hamn* (Pl. F, 2), the landing-place of the large steamers. Close to this point is the *Post Office* (Pl. 23), with the *Custom House* on the lower floor. On an elevation to the right stands the *School of Navigation* (Pl. 21; G, 1). A little farther on are the *Prison* and the *Lilla Bommens Hamn* (Pl. G, 1), the landing-place of the local steamers.

To the S. of the *Stora Hamn Canal*, near the harbour, is the *Landshöfdingsresidenset* (Pl. 26; F, 2), or residence of the governor of the district. Farther on a steep flight of wooden steps ascends to the S. to the top of the rocky *Stora Otter-Hälleberget* (Pl. F, 2), which commands a good view of the town and harbour. To the S., on another hill, is the *Artillery Station* (Pl. 12), beyond which is the entrenchment of Kronan. To the W. is the *Skeppsbro* (Pl. E, F, 2), a long quay from which the steam-launches start. At the S. end of the *Skeppsbro* is the *Rosenlunds Canal* (Pl. E, 3), where a number of fishing-boats from the *Bohusläner Skär* (islands of the coast-district between Gothenburg and Strömstad) usually lie with their cargoes of 'Klipfisk' caught and dried on the W. coast of Norway.

To the E. of this point the *Södra Stora Hamngata* leads to the *Wallgraf* ('moat'), to the left of which is the *Stockholm Railway Station* (p. 280) in the *Drottningtorg*. Beyond the *Wallgraf* lies the \**Garden of the Horticultural Society* (*Trädgårdsföreningens Lokal*; Pl. H, 2, 3), with its hothouses and exotic plants (restaurant; music in the evening; adm. 10 ö., hothouses 25 ö. extra).

On the S.W. side of the *Wallgraf* extends the pleasant *Kungspark*, intersected by the *Nya Allee*, adjoining which is the *New Theatre* (Pl. 22; G, 3), completed in 1850. In front of the theatre is placed a replica of *Molin's Bältespännare* (p. 337). To the S. runs the *Nya Allee*, with a number of handsome private residences, including the villa of *Mr. Oscar Dickson*, so well known for his energy and liberality in organising Arctic expeditions and initiating other public and philanthropic enterprises.

Farther on, on the left side of the *Nya Allee*, rises the *Haga-Kyrka* (Pl. 5; F, 4), the church of the suburb of that name, designed by *Edelsvärd*, and erected in 1856, a great part of the cost having been defrayed by *Mr. David Carnegie*, a wealthy Scottish brewer. We now turn to the S., cross the *Annedal*, a quarter in-

habited by artizans, and reach the charming **\*Slottsskogs-Park** (Pl. D, 6; cab, see p. 281), a visit to which should not be omitted. On the S. side is a 'Schweitzeri' or café, where cold meat, etc., may be obtained. To the N. is a good point of view (Pl. D, 5). — In returning from the Slottsskogs-Park we may proceed to the W., passing the old entrenchment of *Kronan* (Pl. E, 4; \*View), to the 'Jerntorg' (Pl. E, 3), in the suburb of *Masthugget*, where we take a tramway to **Stigbergsliden** (Pl. C, 3). The terminus is near the *St. Johannis Kyrka* (Pl. 6), a few hundred paces beyond which is the loftily situated restaurant of *Hinriksberg*, commanding an admirable view, particularly by evening-light. Opposite lies the island of *Hisingen*, enclosed by two branches of the Götaelf and containing *Lindholmens Mekaniska Verkstad*, where many of the useful Swedish steam-launches are built. — To the W. of Masthugget, on rising ground, is the suburb of *Majorna*, containing the *Karl Johans Kyrka* (Pl. 1), several extensive shipbuilding yards, and the *Porter Brewery* and *Sugar Factory* of Mr. Carnegie.

Among the other churches of Gothenburg may be mentioned the **English Church** (Pl. 3; F 3), in the Rosenlunds-Gata, at the S. end of the Kasernen-Torg, and the Roman Catholic *St. Josefs-Kapelle* (Pl. 7; G 1), in the Spanmålsgata.

To the S.E. of the town lies a quarter containing the numerous pleasant-looking villas of the wealthy merchants of Gothenburg, which may be visited by carriage. Most of them lie on the *Danska Vägen*, the prolongation of the Korsvägen (comp. Pl. I, 4). Many of the gardens and parks are open to the public.

The interesting *New Cemetery* ('Nya Begravningsplatsen') contains a monument to Bengt Fogelberg by Molin, that of Sven Renström by Scholander, etc.

#### TOWNS TO THE S. OF GOTHENBURG.

Steamboats ply almost daily from Gothenburg to the principal towns on the W. coast, but few travellers will extend their tour in this direction. The steamboat traverses the *Skjergård* and crosses the *Askimsfjord*. The wooded *Särö*, a pretty island, is much frequented by sea-bathers (steamer from Gothenburg daily). Farther on, at the head of a deep bay, is the small town of *Kongsbacka*. We then reach —

**Varberg** (*Varberg's Hotel*), an old town with 3360 inhab., much visited for sea-bathing. To the W. rises the old castle, now used as a house of correction.

FROM VARBERG TO BORÅS (*Herrljunga*), 85 Kil. (52½ Engl. M.), railway in 3½-4½ hrs. (fares 5 kr. 10, 3 kr. 40 ö.). The intermediate stations are unimportant. The last two, *Viskafors* and *Rydboholm*, possess large cotton manufactories. *Borås*, and the prolongation of the line to join the main railway, see p. 290.

Passing *Morupstänges Fyr* the steamer next stops at *Falkenberg*, a town with 1700 inhab. and a large salmon fishery. — Then —

II

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GÖTEBORG

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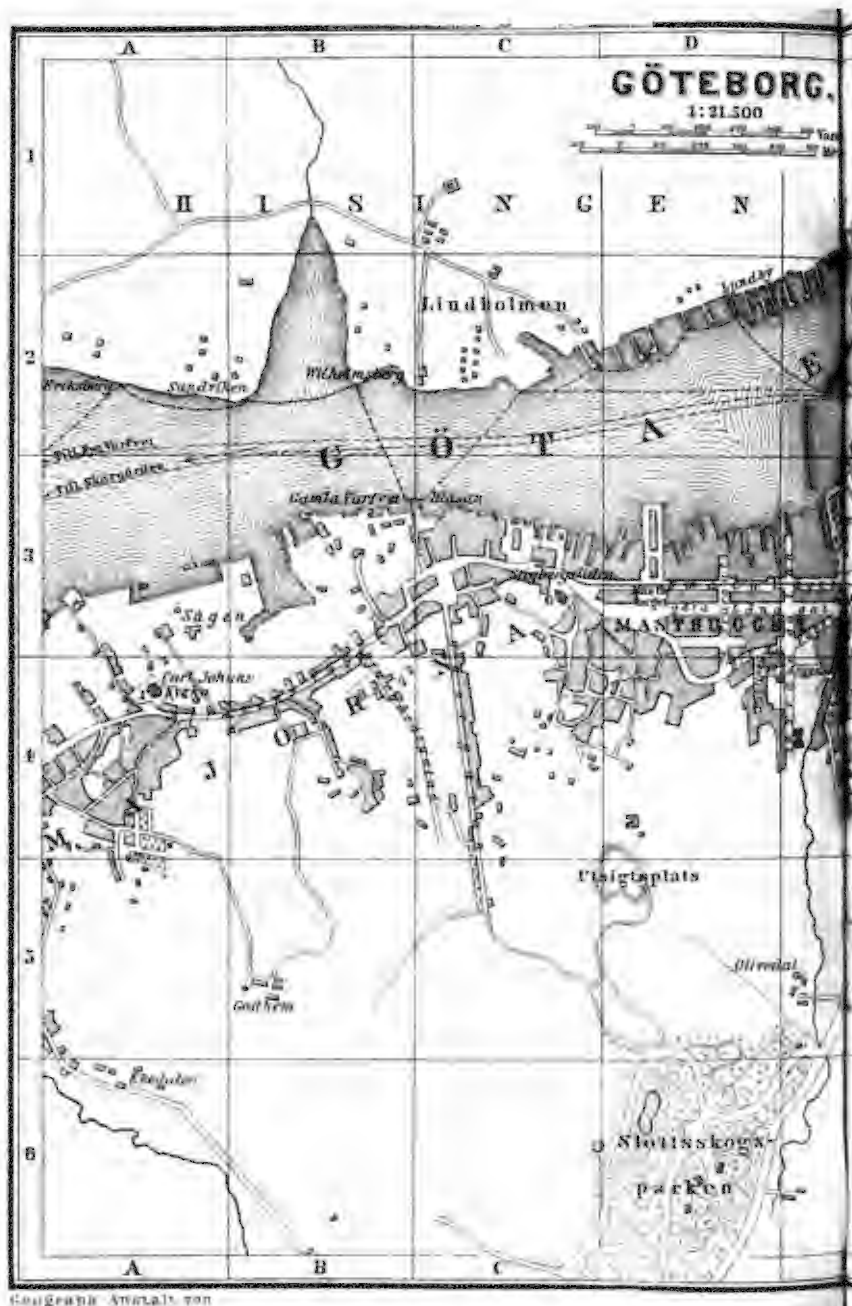
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**Halmstad** (*Hôtel Mårtensson*; *Svea*), with 8960 inhab., on the *Nissaå*, the seat of the governor of the province of *Halland*, with an old church and an old castle. It is a centre of the 'Halmstadlax' or salmon fishery.

Railway to *Helsingborg*, see p. 385.

FROM HALMSTAD TO NÄSSJÖ, 196 Kil. (122 Engl. M.), express in 6 hrs. (fares 15 kr. 70, 11 kr. 80, 9 kr. 80 ö.), ordinary train in 11 hrs. (fares 12 kr. 75, 9 kr. 80, 7 kr. 88 ö.). The train ascends the valley of the *Nissaå*. 5 Kil. *Sperlingsholm*, an old estate of Baron Sperling, with a modern château and a large park. Most of the other stations are unimportant. Some of them have large saw-mills. 115 Kil. *Vernamo*, with an important annual fair. — 143 Kil. *Skyllingaryd*, with various factories. — 151 Kil. *Götafors*. — 196 Kil. *Nässjö*, see p. 302.

The next steamboat-station is *Laholm*, on the *Lagaå*, with 1500 inhabitants. (Railway to *Helsingborg* and *Halmstad* in progress; p. 385.) Then *Torekov*, at the S. base of the *Hallandsås*, a diluvial range of hills, 650 ft. in height, extending to the S.E. to *Skåne*, which is intersected by other chains of similar character. These hills (*Åsar*) consist chiefly of sand and loose stones, and are either the huge moraines of primeval glaciers, or ancient submarine deposits. Off *Torekov* lies *Hallands Väderö*, an island protecting the harbour, and so named to distinguish it from the *Väderöar* in the *Bohuslän* in the *Sotefjord* (p. 279). A the end of the *Skelderviken*, a bay penetrating far into the land, lies *Engelholm* (p. 392), on the *Rönneå*, a small town (2000 inhab.) with considerable fisheries and trade in grain. Lastly *Kullaberg*, or *Kullen*, and *Helsingborg* (p. 384).

## 36. From Gothenburg to Venersborg. Trollhätta Falls. Lake Venern.

88 Kil. (55 Engl. M.). RAILWAY ('Bergslagsbana' to *Öxnered* and 'Uddavalla-Herrljungabana' thence to *Venersborg*) in 3-3½ hrs. (fares 6 kr. 70, 3 kr. 40 ö.). Return-tickets ('Tur och Retur') available for two days, are issued at reduced rates, and on Sunday return-tickets for the day are issued at a single fare.

A visit from Gothenburg to the TROLLHÄTTA FALLS and back may be accomplished in one day. Those who are pressed for time may leave Gothenburg by the morning train, and return, or continue their journey, by the midday train. As, however, the view is most favourable by morning light it is customary to spend a night in the Trollhätta Hotel. Those who can put up with a somewhat uncomfortable berth may make use of the *Stockholm Steamer* on the Göta Canal, which starts on Tues., Thurs., and Sat. evenings. The voyage takes 6-7 hrs. (in the reverse direction 5-6 hrs.). The traveller may either land at Åkersvass and walk thence to the Falls, or go on the whole way to Trollhätta.

The 'Bergslagsbana' at first ascends the wide valley of the *Göta-elf*, passing several unimportant stations. To the right lies the suburb of *Stampen*, to the left *Gullbergs Vass*, the old redoubt of *Lejonet*, and the river. At the small station of *Olskroken* the Stockholm line diverges to right (R. 37). At *Surte* we obtain a view, to the left, of the large ruined castle of *Bohus*, which gives its name to the whole of this district (*Bohuslän*), formerly a part of

Norway. The principal tower is known as 'Fars Hat', or the Father's Hat. Beyond (25 Kil.) *Nol* (Buffet) the train quits the valley and ascends to the right. The scenery is of the sparsely wooded nature characteristic of W. Sweden. — 56 Kil. *Upphärad*. The view becomes more open, and cultivated fields are passed. Beyond *Velanda*, which is prettily situated, the Halleberg and Hunneberg (p. 289) rise to the right.

72 Kil. (45 M.) **Trollhättan**. — The RAILWAY STATION is about  $\frac{3}{4}$  Engl. M. from the town, with which it is connected by a road entirely destitute of shade. Hotel omnibus 50 ö.

HOTELS. *Hotel Trollhättan*, kept by *Fr. Magnuson*, near the falls; *Jernvägs Hot.*, close to the station; both latterly well spoken of. As in summer the hotels are often full, it is advisable to order rooms in advance.

A visit to the \*WATERFALLS (guide superfluous unless the traveller's time is exceedingly limited) and the Canal takes  $2\frac{1}{2}$ -3 hrs.; the falls alone  $\frac{3}{4}$  hr. We descend past the falls by the path described below to the locks of *Åkersvass*; then ascend and follow the road skirting the canal to the *Mekanisk Verksstad*. Thence we may either continue to follow the road, or turn to the left and re-ascend past the falls. — The traveller's patience will be severely tried by the numerous dealers in photographs and other small objects. A fee of 5-10 ö. is paid for the opening of the sluices at the saw-mills.

*Trollhättan*, a small town with upwards of 3000 inhab. and a picturesque Gothic church, consists almost entirely of manufactories, which avail themselves of the motive power afforded by the falls (estimated at 225,000 horse-power), and of workmen's houses. The falls are six in number, besides which there are several cataracts and rapids, distributed over a distance of 1600 yds., and in all 108 ft. in height. Neither the falls nor their adjuncts can be called picturesque, and the effect of the principal falls is diminished by the islands in the middle of the stream; but the enormous volume of water makes the spectacle extremely imposing, and in this respect they are unsurpassed in Europe. The interest is greatly enhanced by the skilfully constructed series of locks and sluices on the left side of the river, which serve to maintain uninterrupted communication by water between Gothenburg and Lake Venern (Göta Canal, Stockholm).

Leaving the hotel we cross the bridge over the N. end of the canal, and then follow the broad path to the right, which passes a saw-mill, two small islands, and the old *Ekeblads Sluss*, and leads to the *Spekö*. From this point we have a view of the *Gullö Falls*, 23 ft. in height and divided into two parts by the wooded island of *Gullö*. A bridge (50 ö.) gives access to the island, and crosses to the right bank, along which lead several paths, commanding fine views. High up stands the villa of *Strömsberg*. We then follow the main path towards the S., and beyond the next bridge turn to the right and reach a *Saw-mill*, with a large stock of timber. We pass through the yard of this mill and cross a small swaying bridge to the island of *Toppö* (25 ö., for a charitable purpose, is deposited in the money-box here). One person only may cross this

bridge at a time. The platform and the two galleries passed on the left before we reach the bridge, and the island of Toppö afford the best view of the \*\**Toppö Fall*, 42 ft. in height, by far the finest of the series. The island of Toppö separates the Toppö Fall proper from the *Tjuf Fall* ('thief fall') on the W. The lower gallery projects over the principal fall, and affords an admirable view of its boiling and foaming waters. The *Skräddareklint*, a rocky barrier formerly here, has been undermined and carried away by the stream.

We now return to the main path and follow it to the S. to the *Kungsgrotta*, one half of a 'Giant's Cauldron' (see below), which is inscribed with the names of numerous visitors. To the left is the old \**Polhems Sluss*, constructed at the beginning of the 18th cent., in the reign of Charles XII., but disused since 1755 (p. 288). The grotto commands a fine view of the river. At the top of the rock is a monument erected by the Artizans' Union.

We now descend slightly to the right to the \**Stampeströms Fall*, 8 ft. in height, below which the river expands into the comparatively calm *Holjunsvarp*. The opposite bank is here steep and rocky; at its foot is an apparatus for catching salmon.

Those who are satisfied with seeing the three main falls ascend the flight of steps to the left of the Polhems Sluss, which receives a small and picturesque waterfall, and return to the hotel by the principal path, passing the *Church* on their way. Those who are not fatigued are, however, recommended to take the footpath to the right below the church, which leads through pine and fir woods, passing an oil-mill (*Oljeslageri*) on the left and the villa *Djupa Dalen* on the right. Immediately beyond the latter, a few paces to the left of the path, is an unusually symmetrical *Jättegröta*, or 'Giant's Cauldron'. A finger-post ('Vag till Utsigten') beyond this indicates the way to a *Villa mid Utsigtstorn* (25 ö.), in which photographs, maps, etc., are offered for sale. The villa commands a view of the *Helvetes Falls* ('hell falls'), 25 ft. in height, and of the *Kopparklint*. We next pass the *Mekanisk Verkstad* on the left and descend by a picturesque path to the river, which here expands and forms the *Oliden Alan*. We now skirt the river by the *Dödens Gång* to the *Hjertatsudde*, whence we enjoy a retrospect of all the falls, the church, etc. The pretty path ('Kärlekens Stig') leads on, passing the *Elfvi Sluss* and the *Flottbergsström*, to —

*Åkersvass*, with its fine trees, fountains, and chalet. The eleven new \**Locks of Åkersvass* are among the most interesting structures of the kind on the Göta Canal. They are adjoined by several old and now disused locks. We may ascend on either bank, but the S. bank, adjoining the new locks, is preferable. At the top we reach a *Balcony*, commanding a charming view, and the hamlet of *Åkersberg*, 2 Engl. M. from the Trollhätta Hotel.

The chief obstacle to the construction of the Göta Canal (comp. p. 298) was presented by the formidable waterfalls and cataracts of Trollhätta;

and the first attempt to overcome the difficulty was made at the beginning of the 18th cent. by the talented engineers *Svedenborg* and *Polhem*, who proceeded to construct three locks (*Ekeblads*, *Polhems*, and *Elfei Sluss*), by means of which they hoped to enable vessels to pass the waterfalls. In 1755, however, after several interruptions, the enterprise had to be abandoned, and these old locks now form a not unpicturesque ruin. In 1800 eight new locks were successfully constructed, and are still in use, serving for the passage of small vessels; but, as these soon proved inadequate for the requirements of the shipping trade, eleven new locks on a larger scale were formed by *Ericson* in 1836-44. All these locks are situated at *Åkersvass*, besides which there are two at *Lilla Edet* and one at *Åkersström*, below *Trollhätta*, and two more above it, at *Brinkebergs Kulle* near *Venersborg*, where the waterfall of *Rännum*, 68 ft. in height, has to be avoided. These immense locks, forming a kind of staircase by means of which vessels are enabled to ascend and descend with ease and safety between the North Sea and Lake Venern, 144 ft. above it, form one of the principal objects of interest on the canal and lake-route between Gothenburg and Stockholm. Comp. pp. 298, 299.

Beyond *Trollhättan* the train crosses the Göta-Elf and reaches — 82 Kil. (50 M.) **Öxnered** (*Rail. Rest.*), the junction of the Bergslagsbana, which goes on to Mellerud, Kil, and Falun (see p. 360), with the Uddevalla and Venersborg line. Passengers for *Venersborg* change carriages here.

FROM ÖXNERED TO UDDEVALLA, 25 Kil. (15½ Engl. M.), in 1¾ hr. — 6 Kil. *Grunnebo*; 9 Kil. *Ryr*; 15 Kil. *Engbacken*.

23 Kil. **Uddevalla** (*Gästgifvaregård*), a busy trading town, with 6000 inhab., prettily situated on the *Byfjord*. Pleasant walks in the environs. The *Skansberg* is the best point of view. The *Kapellbackar* (200 ft.), to the S., are famed for their fossils. In the vicinity is *Gustafsberg*, a pleasant watering-place. — From Uddevalla we may proceed by steamer to Gothenburg, or to the N. to Strömstad and Fredrikshald (p. 279). Comp. the 'Kommunikationer'.

If we do not catch a train from Öxnered to Venersborg (4 Kil.) we may take a carriage. The railway and the road both cross the *Vasbotten*, a small bay of *Lake Venern*.

84 Kil. (52½ M.) **Venersborg** (\**Stadshuset*; *Hôtel Victoria*), a town with 5300 inhab., at the S. end of *Lake Venern*, lies at the point where the *Götaelf* emerges from the lake, and is entirely surrounded with water. On the E. side are the lake and the river, and on the W. side the *Vasbotten*, which the canal called the *Karlsgraf* connects with the river. On the E. side the Götaelf is crossed by the *Rännumsbro* and an iron bridge over the *Hufvudnäs Fall*; on the W. side the *Dalbobro*, a stone bridge, crosses the lake to Dal; and towards the S. the *Gropbro*, constructed in 1642, crosses the *Karlsgraf*. The town has frequently been burned down, and now consists of unusually spacious streets. Extensive market-place. The *Kasen* is a favourite pleasure-resort, with a theatre and garden. No fewer than sixty steamboats maintain communication between Venersborg and Gothenburg, Stockholm, the towns on Lake Venern, and the canals diverging from the lake. The most important of these, after the Göta Canal, is the Dalslands Canal (p. 276).

**Lake Venern**, an immense sheet of water (100 Engl. M. long; 50 M. wide between Åmål and Mariestad; about 2290 Engl. sq. M. in

area; 143 ft. above the sea-level), where storms not unfrequently impede the navigation, forms an inland sea into which fall most of the rivers of Vester-Götland and Vermland, including the *Klarelf*, one of the largest rivers in Scandinavia. These rivers, which frequently expand into the long lakes so characteristic of the Scandinavian peninsula, traverse vast tracts of forest, and afford easy and natural routes for the transport of timber to the lake, whence the Götaelf conveys it to the coast.

On the left bank of the Götaelf, to the S.E. of Venersborg, rise the steep and wooded *Halleberg* (485 ft.; with an 'Ättestupa', p. 380), and the *Hunneberg* (490 ft.), both with lakes and moors on their plateaux and pretty views from their slopes. The Halleberg is most conveniently ascended by the good road from Lilleskog (see below). The Hunneberg is ascended from Venersborg viâ (8 Kil.) Nygård.

FROM VENERSBORG TO HERRLJUNGA, 65 Kil. (40 Engl. M.), railway in 3 hrs. (fares 4 kr. 30, 2kr. 45 ö.). — The train crosses a cataract formed by the Götaelf after emerging from the lake, passes between the Halleberg and the Hunneberg, and reaches (10 Kil.) the prettily situated *Lilleskog*. To the left lies the *Dettern*, a bay of Lake Venern. 19 Kil. *Sahlstad*; 24 Kil. *Grästorp*; 32 Kil. *Ulfstorp*. From (37 Kil.) *Håkantorp* a branch-line diverges to (28 Kil.) *Lidköping* (1½ hr.; see p. 291). 43 Kil. *Vara*; 54 Kil. *Vedum*. — 65 Kil. *Herrljunga*, see p. 290.

### 37. From Gothenburg to Stockholm.

458 Kil. (284 Engl. M.). Two through-trains daily, a night-train in 12 hrs., and a day-train in 14½ hrs. (fares 38 kr. 95, 27 kr. 50, 18 kr. 35 ö.). The very slow local and mixed trains (fares 32 kr. 10, 24 kr. 5, 16 kr. 5 ö.) stop for the night at *Hallsberg*. — Those who wish to see *Lake Vattern* take the train from *Falköping* to *Jönköping*, and the steamboat thence to *Motala* and *Hallsberg* (comp. RR. 38, 39).

This important railway (the *Vestra Stambana*) intersects the whole of Sweden from S.W. to N.E., and connects the two most important cities in the kingdom. The scenery is pleasing nearly the whole way, but has no pretension to grandeur.

To *Olskroken*, at which only a few trains stop, see p. 285. The line then curves to the right into the valley of the *Säfveå*, a tributary of the Götaelf, and crosses the river. 9 Kil. *Partilled*; 15 Kil. *Jonsered*, beautifully situated on the *Aspen-Sjö*, with cotton-spinning. Near (20 Kil.) *Lerum* the train crosses the *Säfveå* by a bridge of five arches, and ascends to (27 Kil.) *Floda*, at the W. end of the lake of that name. Farther on, the line traverses an embankment 914 yds. long, and is carried through the hill called *Krösekullen* by a cutting 1007 yds. long. Scenery still very pleasing. 35 Kil. *Noresund*.

46 Kil. (28½ Engl. M.) **Alingsås** (*Nya Hotellet*), with 2200 inhab. and several large manufactories, prettily situated near the influx of the *Säfveå* into *Lake Mjöörn*, was founded in 1611 by inhabitants of the neighbouring town of *Lödöse*, which had been destroyed by the Danes. — The train crosses the *Säfveå* several

times, quits that river near (60 Kil.) *Lagmansholm*, and traverses several extensive and barren moors (*Svältor*, i.e. 'famine-lands'). 67 Kil. *Värgårda*.

80 Kil. (50 M.) **Herrljunga**, a prettily situated place, is the junction of branch-lines to the N.W. to Venersborg, Öxnered, and Uddevalla (see p. 288) and to the S. to Borås. Railway-travellers from Stockholm may diverge here to Venersborg in order to visit the Falls of Trollhätta.

FROM HERRLJUNGA TO BORÅS, 42 Kil. (26 Engl. M.), railway in 2 hrs. At stat. *Ljung* begin the dreary moors known as *Svältor* (see above). Stations *Borgstena*, *Fristad*. — **Borås** (*Hotel Vesterögötland*; *Eklund's*; *Borås Hotel*), with 4000 inhab. and numerous cotton-mills, is a pleasant little town. Pretty walks in the environs. — *From Borås to Varberg*, see p. 284.

*From Herrljunga to Lidköping and Venersborg*, see p. 289.

87 Kil. (54 M.) *Foglavik*; 101 Kil. *Sörby*. At *Marka Kyrka* the line reaches its highest point (740 ft. above the sea-level), and then passes through a deep cutting. Tunnel.

114 Kil. (71 M.) **Falköping** (*Jernvägs-Hotel*, *Rantens-Hotel*, both at the station) is the junction for Jönköping and Nässjö (R. 38). Halt of 10-15 minutes. The town, with 2660 inhab., lies  $\frac{3}{4}$  Engl. M. from the station. Margaret of Denmark defeated King Albert of Sweden here in 1389, and in consequence of this victory the three Scandinavian kingdoms were united by the Kalmar Union (p. 386). On the neighbouring *Mösseberg* ('cap hill'; 820 ft.) is a hydro-pathic establishment. This hill and the adjacent *Älleberg* resemble the Kinnekulle (see below) in formation. The upper part consists of trap-rock.

129 Kil. (80 M.) *Stenstorp* is the junction of a branch-line to the W. to Lidköping on Lake Venern, and of another to the E. to Hjo on Lake-Vettern.

FROM STENSTORP TO HJO, 38 Kil. (23½ Engl. M.), railway in 2 hrs. (fares 2 kr. 35, 1 kr. 60 ö.; no first class). Stations: *Dala*, *Svensbro* (branch-line to Ekedalen and Tidaholm), *Vreten*, *Fridened*, *Korsberga*, *Mofalla*. — **Hjo** (*Jernvägs-Hotel*; *Gästgöfvaregård*; *Stadskällare*), a town with 1400 inhab., is charmingly situated on Lake Vettern, in a district known as *Guld-kroken* ('golden corner'). Several large estates in the vicinity. Steamboat once weekly to Stockholm via Vadstena, Motala, and the canal-route, and once weekly to these stations and Jönköping. On the opposite bank lies *Hästholmen*, a steamboat-station, with the Omberg (p. 296; boat 5 kr.).

FROM STENSTORP TO LIDKÖPING, 50 Kil. (31 Engl. M.), railway in 2¾ hrs. (3 kr. 50, 2 kr. 25 ö.; no first class). The train crosses the *Brunhemsberg*, between the *Ilornborgasjö* and the *Billingen*, and traverses the *Åxevalle Heath*, the largest military exercising-ground in Sweden. 10 Kil. *Broddestorp*. About 6 Kil. to the E. of (20 Kil.) *Arvall*, near the 'skjuts-station' *Klostret*, at the base of Billingen, stands the interesting *Varnhems kyrka*, a Gothic monastery-church containing tombs of early Swedish kings.

28 Kil. (17 M.) **Skara** (*Gästgöfvaregård*; *Stadskällare*), once a famous episcopal town, mentioned by Adam of Bremen, now with 2900 inhab., was anciently a great stronghold of Swedish paganism. The *Cathedral* was consecrated by Bishop Odgrim in 1151. The exterior, which is sadly disfigured, has been once poorly restored, but the interior is still very fine. The whole building is about to be once more thoroughly restored. It contains a monument to *Erik Soop*, who saved the life of Gustavus Adolphus at the battle of Stuhm (in W. Prussia) in 1629. Near *Skara*

are *Gudhem* and *Husaby* on the *Kinneulle*, where sacrifices used to be offered. To the N. of the town is the mineral spring of *Lund*.

50 Kil. (31 M.) *Lidköping* (\**Hôtel Lidköping*; *Svea*, carriages to the *Kinneulle*), a town on the *Lidanelv* and *Lake Venern*, with 4900 inhab., rebuilt after several fires, is the starting-point for a visit to the *Kinneulle*. We may reach this range of hills either by driving to (16 Kil.) *Vesterplana*, whence a road crosses the hill to (16 Kil.) *Forshem*, *Österång*, *Arnäs*, *Sjöberg*, (18 Kil.) *Björnsäter*, and *Mariestad* (p. 292); or we may take the steamboat (or a sailing-boat) to *Hellekis*, from which *Lukastorp* (plain inn), situated near the highest point, is  $\frac{1}{2}$  hr. distant.

The *Kinneulle* is one of the most interesting hills in Sweden, both geologically and in point of scenery. It occupies an isolated position between *Lake Venern* on the W. and the plains of W. *Götland* on the E., and is about 12 Engl. M. long and 5 M. broad. It boasts of forests, valleys, bold cliffs (*klefvar*, a word used by the Norwegians also), rich pastures, and numerous farms and hamlets, forming quite a little world of its own, and the vegetation is unusually luxuriant, apple and cherry-trees growing wild here. The hills rise gently in the form of different terraces, each of which generally marks a different geological formation. The rocks consist of granite, sandstone, alum-slate, limestone, clay-slate, and lastly trap at the top, which has forced its way in a liquid condition through all the strata below it. This range of hills contains numerous grottoes, the finest being the *Mörkeklef*, near *Råbeck*, in which there is a clear spring. The parishes of *Vester*, *Öster*, and *Medel-Plana*, and parts of those of *Klefva* and *Husaby* lie in this region. On the W. side are the loftily situated *Råbeck*, *Blomberg*, *Hjelmsäter*, and *Hellekis*, with its extensive quarries; on the N. side are *Hönsäter* and other villages; and on the S. side *Husabykyrka* (10 Kil. from *Lidköping*), the most ancient cathedral-church in Sweden. A fine view of the bold and picturesque hills is obtained here. *Höggullen* (771 ft. above *Lake Venern*, 916 ft. above the sea-level), the highest point, commands an uninterrupted view of the lake and *Vester-Götland*. Conspicuous features in the landscape are the *Källandsö* (with the château of *Leckö*), *Lidköping*, *Mariestad*, and the hills to the S. (*Billingen*, *Mösseberg*, and *Alleberg*).

STEAMBOAT from *Lidköping* to *Venersborg* and to *Christinehamn* and *Karlstad* (p. 307) twice weekly. — RAILWAY to *Lofseene*, *Hjerpås*, and *Häkantorp* (28 Kil., in  $1\frac{1}{2}$  hr.), and on to *Venersborg* or *Herrljunga* (*Gothenburg*), see pp. 290-288.

Beyond *Stenstorp* the structure of the line is an object of interest, and fine views are enjoyed towards the E. — 139 Kil. *Skultorp*.

145 Kil. (90 M.) *Sköfde* (*Jernvägs-Hotel*; *Gästgifvaregård*), an old town with 3750 inhab., prettily situated at the foot of *Billingen*, has a water-cure establishment which attracts visitors.

FROM SKÖFDE TO KARLSBORG. 44 Kil. (27 Engl. M.), in  $1\frac{3}{4}$  hr. (fares 3 kr. 10, 2 kr. 35, 1 kr. 55 ö.), viâ *Igelstorp*, *Tibro*, *Fagersanna*, and *Möltorp*. — *Karlsborg* (\**Johansson's Inn*), the only fortress in the interior of Sweden, was founded in 1820 as a rallying-point and refuge in case of hostile invasion, but is still uncompleted. It is beautifully situated on the *Vanäs*, a promontory projecting into *Lake Vettern*, at the extremity of which stands a royal pavilion. A new harbour has been constructed between the *Lindö* and the *Pukö*. On the *Bottensjö*, an arm of *Lake Vettern* to the W., rises the *Vaberg*, commanding a fine view of the lake.

*Karlsborg* lies at the E. end of the W. half of the *Göta Canal* (see p. 298). Steamers bound for *Gothenburg* leave *Lake Vettern* here, touching at *Rödesund*, traverse the *Bottensjö*, and ascend by a lock to the lake of *Viken*, the highest sheet of water on the *Göta* route, lying about 300 ft. above the sea-level. At the end of the lake the steamer regains the *Göta Canal* through another lock. In 5 hrs. after leaving *Rödesund* the steamer

reaches the railway and steamboat station of *Töreboda* (see below). From *Töreboda* the steamer takes 7 hrs. to reach *Sjötorp* on Lake Venern and 10 hrs. more to reach *Venersborg* (p. 288).

160 Kil. (99 M.) *Väring*; 167 Kil. *Tidan*. To the left a view of *Lake Östen* and the fertile plain of *Vadsbo*. 171 Kil. *Moholm*.

BRANCH LINE (in 1 hr. 8 min.; 1 kr. 50 ö., 1 kr.) to *Seckestad*, *Jula*, and *Mariestad* (*Stads-Hotel*), a town of 2750 inhab., prettily situated at the influx of the *Tidan* into Lake Venern. Steamboat weekly to Lidköping, to Åmål, and to Christinehamn and Karlstad. — Excursion to the Kinnekulle, see p. 291.

184 Kil. (114 M.) *Töreboda* (*Jernvägs-Hotel*; *Gästgifvaregård*), where the train crosses the *Göta Canal* (see above), is a rapidly increasing place. The train next traverses *Tiveden*, a dreary forest-clad region, famed in the military annals of Sweden.

198 Kil. (123 M.) *Elgarås*; 215 Kil. *Finnerödja*. To the left we obtain an extensive view of the *Skagern-Sjö*. The train then passes the lake and village of *Bodarne* on the right.

229 Kil. (142 M.) *Laxå*. The railway to *Charlottenberg* and *Christiania* diverges here to the left (see R. 41). — About 4 Engl. M. to the N. is *Porla*, a small watering-place.

244 Kil. *Vretstorp*; to the N. rises the *Kilsberg*.

259 Kil. (160 M.) *Hallsberg* (\*Rail. Restaurant; *Jernvägs-Hotel*; *Gästgifvaregård*) is an important station, being the junction for *Örebro* to the N. (p. 309) and *Motala* (p. 297) to the S.; stoppage of 10-20 minutes.

Beyond *Hallsberg* the train commands a fine view of the plain of *Nerike*. — 272 Kil. *Pålsboda*, whence a narrow-gauge line runs via *Svennevad* to (2½ hrs.) *Finspong*, from which a steamer runs on Lake Glan to Eksund, near Norrköping (p. 305). 284 Kil. *Kilsmo* lies picturesquely on *Lake Sottern*. 294 Kil. *Högsjö*. 303 Kil. *Vingåker*, a pretty place, is the central point of the district of that name, the inhabitants of which are a handsome race, remarkable for their picturesque costumes (now rapidly disappearing) and their love of travel. (See '*Svenska Folket*, Taflor af J. W. Walander'.) Farther on, the train passes *Säfstaholm* (the château of which contains good paintings by Swedish masters, a sculpture of Adonis and Cupid by *Byström*, a Mercury by *Fogelberg*, etc.), *Viren*, the *Kolsnar* (nar, 'lake'), and the *Näsnar*, with the château of *Sjöholm*. 316 Kil. *Baggetorp*.

324 Kil. (201 M.) *Katrineholm* (\*Rail. Restaurant; new *Hotel*) is the junction for Norrköping, Mjölby, Nässjö, and Malmö (RR. 40, 52). In the vicinity are the estates of *Stora Djulö* and *Claestorp*, with marble-polishing works, of the products of which there is an exhibition at *Katrineholm*.

The train now traverses the picturesque district of *Södermanland*, with its extensive forests and numerous lakes (which last have given rise to the saying that 'in Södermanland the Creator omitted to separate the land from the water'), and passes a number of large châteaux belonging to the Swedish aristocracy. 334 Kil.

*Valla*; 346 Kil. *Flen*, with the château of *Stenhammar* on the *Valdemaren* (or *Vammeln*) Lake. From *Flen* to *Eskilstuna*, see p. 350.

361 Kil. (224 M.) *Sparreholm*, with the estate of that name, a favourite Sunday resort of the Stockholmers. 373 Kil. *Stjernhof*, 382 Kil. *Björnlunda*. The scenery from this point to Stockholm is the prettiest on the whole journey. Beyond (391 Kil.) *Gnesta* we pass the picturesque *Frösjö* or *Lake Frustuna* and *Lake Sillen*. — From *Gnesta* an interesting excursion may be taken to the S.E. to the château of *Tullgarn*, near *Aby*, at present the summer residence of the crown-prince of Sweden, and to *Trösa* (*Stadtkällare*), a small town on the Baltic, from which a steamboat plies to *Södertelge* and *Stockholm*.

398 Kil. (247 M.) *Mölnbo*; 409 Kil. *Jerna*.

421 Kil. (261 M.) *Södertelge Öfre*, from which a short branch-line runs to ( $\frac{3}{4}$  Engl. M.) the town of *Södertelge* (*Stadskällare*), the first station on the canal-route from *Stockholm* to *Gothenburg* (p. 302).

The train crosses the *Södertelge Canal* by a handsome draw-bridge or swing-bridge (*svängbro*). The scenery here is pleasing, but soon loses its interest. 434 Kil. *Tumba*, with the large paper-manufactory of the Bank of Sweden. 443 Kil. *Huddinge*; 449 Kil. *Elfsjö*, beyond which is the *Nyboda Tunnel* (300 yds.); 453 Kil. *Liljeholmen*.

The train crosses the *Årstavik*, a bay of the *Mälär*, by means of an embankment (300 yds.), to the left of which is a bridge for the road, and beyond it the *Reimersholm* and *Löfholm*, while to the right is the sugar-manufactory of *Tanto*. We then pass the *Södra Station*, where few of the trains stop, beyond which a tunnel, 470 yds. long, leads under the *Södermalm* to the bank of the *Mälär*. The train then crosses a bay of the *Riddarfjärde*, passes the *Mälartorg* in *Staden*, skirts the E. side of the *Riddarholm*, crosses another arm of the *Riddarfjärde* by an iron bridge 268 yds. long, and finally stops at the *Central Station* at the S.W. angle of the *Norrmalm* quarter.

458 Kil. (284 M.) *Stockholm*, see p. 312.

### 38. From Falköping viâ Jönköping to Nässjö.

112 Kil. (69½ Engl. M.). RAILWAY (*Södra-Stambana*) in 2¾-6½ hrs. (fares 7 kr. 85, 5 kr. 90, 3 kr. 95 ö.; express, 9 kr. 55, 6 kr. 75, 4 kr. 50 ö.). — Views to the left. Accommodation for the night is better obtained at *Jönköping* than at *Nässjö*.

*Falköping Station*, see p. 290. The train stops again at *Falköping Stad*, 1 Kil. from the starting-point. The next station is (10 Kil.) *Vartofta*, the junction for *Ulricehamn*, a town with 1100 inhab. at the N. end of *Lake Åsunden* (reached by a narrow-gauge line in 2 hrs.; fares 2 kr. 80, 1 kr. 75 ö.). The train crosses the long *Lake Stråken* by means of an embankment 420 yds.

in length. Several unimportant stations. At (50 Kil.) *Habo* the train reaches Lake Vettern and in clear weather commands a view of the *Visingsö* and *Grenna* in the distance. Beyond (56 Kil.) *Bankeryd* we reach —

69 Kil. (43 Engl. M.) **Jönköping** (\**Stora Hotellet*, to the E. of the station, with a garden, one of the best hotels in Sweden; *Lundberg's*, in the town), the capital of *Gottland* and the seat of the chief court for the southern provinces of Sweden (except Skåne), a town with 18,400 inhab., charmingly situated between *Lake Vettern* and the *Munksjö*, which are connected by a canal. Beautiful promenades extend southwards from the station to the *Munksjö*. To the E., beyond the canal, stands the Grand Hotel. In the centre of the S. part of the promenades, in front of the new *Elementarläroverkshus* (elementary school), rises a handsome *Fountain*. The *Kyrkogatan*, at the back of the *Elementarläroverkshus* leads S. to the beautiful gardens of *Stora Limugnen*, a restaurant picturesquely situated on the *Munksjö*. Beyond *Stora Limugnen* is the *Munksjö Papperbruk*, which exports a kind of roofing-pasteboard and different kinds of paper to S. America. The town possesses several other manufactories.

To the W. of the railway-station lies the famous *Match Manufactory* (not shown to the public), the produce of which ('tändstickor utan svafvel och fosfor') is met with in every part of Europe. The *Vestra Storgatan* passes the S. side of the match factory and leads to the *Dunkehallar*, a hill commanding a beautiful view and studded with numerous villas. A pleasant walk may be taken to the E., along *Lake Vettern*, to *Östra Kapellet*.

EXCURSIONS. The **Taberg** (1096 ft.), with famous iron-mines, 10 Kil. to the S. of the town, commands a noble survey of the forests of *Småland*. — Another interesting point is \**Husqvarna*, 8 Kil. to the E., with its manufactories and the waterfalls of the *Husqvarnaå*, the finest of which is near the inn and is reached by passing through the garden of the 'disponent' (factory-manager). Magnificent view of *Lake Vettern*, especially by evening light.

As it leaves *Jönköping* the train commands fine retrospective views of the town and the lake. It gradually ascends, and affords a view of the *Husqvarna Waterfalls* (see above) to the left. 86 Kil. *Tenhult*; 97 Kil. *Forserum*. Then —

113 Kil. (70 M.) *Nässjö*, see p. 302.

### 39. From Jönköping to Stockholm by Lake Vettern and the Göta Canal.

STEAMBOAT from *Jönköping* to *Stockholm*, viâ *Vadstena*, *Motala*, *Norsholm*, *Söderköping*, and *Södertelge*, thrice weekly, starting on Tues., Thurs., and Sat. (from *Stockholm* on Mon., Wed., and Frid.). The passage takes 36 hrs. (fares 16 or 11 kr.); to *Norsholm* 15 hrs. (9 or 7 kr.). As the *Stockholm* steamer passes *Lake Vettern* at night, it is advisable (if time is not thereby lost) to take a *Lake Vettern* steamboat (starting twice weekly) to *Vadstena* and *Motala*, and then go on by the *Jönköping*-

*Stockholm* or the *Gothenburg-Stockholm* steamer (2-3 times a week). — Travellers who intend to proceed by rail (p. 300) from Berg or Norsholm should bear in mind that the canal boats are frequently late, and often fail to make communication with the trains.

### a. Lake Vettern.

\***Lake Vettern** (290 ft.), the most beautiful of the great lakes of S. Sweden, is about 80 Engl. M. in length and averages 12 M. in breadth. The peasantry on its shores believe that it is connected by a subterranean channel with the Lake of Geneva and even with the Black Sea. Like Lake Venern, it forms a large inland sea, into which numerous rivers empty themselves, while the *Motalaström* forms its only outlet. Although less extensive than the sister-lake, it is even more liable to sudden storms which endanger the navigation, and on both lakes the miseries of seasickness are often experienced. The banks of the lake are on the whole far more picturesque than those of Lake Venern, and the water is exquisitely clear. Among the hills on its banks the *Vaberg* on the W. bank and the *Omberg* opposite to it are conspicuous, each rising about 580 ft. above the lake. The finest points on the lake are the *Karlsborg* and *Hjo* (pp. 291, 290), on the W. bank; the *Visingsö*, a picturesque island towards the S. end; *Jönköping*, at the S. end; and *Grenna*, *Hästholmen*, with the *Omberg*, and *Vadstena* on the E. bank. At the N. end the banks are flat and uninteresting. The lake is connected by the Göta Canal with Lake Venern and the Kattegat.

About 2 hrs. after leaving Jönköping the steamer reaches the beautifully situated town of —

**Grenna** (*Gästgifvaregård*), with 1400 inhab., founded by Count Per Brahe in 1652. The ruined castle of *Brahehus*, to the N. of the town, commands an admirable view. — From Grenna a visit may be paid by steamer or small boat to the \***Visingsö** (*Inn*), an island about 10 Engl. M. long and 2 Engl. M. broad, once the property of the powerful Counts of Brahe, and now a royal domain (*kungsladugård*). The picturesque ruin of *Visingsborg*, the ancient castle of the counts, is on the E. bank, surrounded with fine timber. In the 17th cent. Count Per Brahe founded a grammar-school and a library here, which were closed in 1811. The *Church*, completed in 1636, is an interesting edifice, containing monuments of Count Per and his wife. The island is fertile and well cultivated, and contains an extensive *Oak Plantation*, the timber of which is used in the government dockyards, and numerous fine walnut-trees. At the bottom of the lake at the S. extremity of the island are a few scanty relics of the ancient castle of *Näsbo*. Several kings of Sweden once resided in the island, including Magnus Ladulås, who died here in 1290. The road to the S. end of the island passes the interesting *Gilbert's Grotto*.

Beyond Grenna the steamer sometimes touches at (1½ hr.)

*Hjo* (p. 290) on the W. bank, but usually steers to the N. to (2 hrs.) —

**Hästholmen** (*Gästgifvaregård*), another charmingly situated spot on the E. bank of Lake Vattern, with a new harbour. At the back of the village lies the fertile 'Plain of Vadstena'. The chief attraction here is the excursion to the Omberg and Alvastra, one of the most interesting in the southern half of Sweden. Boat with a rower who acts as guide 2-3 kr.; a carriage may be ordered to convey the traveller back from Alvastra to Hästholmen. The whole excursion occupies 3-4 hours. Or the traveller may find it convenient to drive in the evening from Alvastra to Vadstena, 21 Engl. M. distant, viâ Nyby on the Tåkernsjö, or to Mjölby, a station on the main line, 25 Engl. M. from Hästholmen; see p. 302.

The **\*Omberg**, the most interesting hill in S. Sweden next to the Kinnekulle (p. 290), begins a little to the N. of Hästholmen, extends for upwards of 9 Engl. M. along the bank of the lake, and is about 2 Engl. M. in breadth. *Hjessan* ('the crown'), the highest point, rises at the S. end, near Hästholmen. On the side next the lake the *Måkeberge* ('gull-hills', 291 ft.), *Elfverums Udde* ('promontory'), and the *Rödgaflvel* ('red gable', 141 ft.) rise abruptly from the water, while the gently sloping E. side of the hill is furrowed with valleys and richly clothed with forest. The hill consists chiefly of gneiss and mica-slate, but transition limestone, clay slate, and sandstone also occur. This is the northernmost place in inland Sweden where the red beech (*fagus sylvatica*) thrives, but in Bohus Län it occurs as far north as 58° 30' N. latitude. The S. end of the hill, with its red-roofed cottages, is the most picturesque part.

A boat conveys the traveller into the *\*Rödgaflvels Grotto*, a cavern 66 ft. long and 29 ft. high, being the largest of a number of grottoes in the deeply furrowed cliffs here, which recall the coast of Capri. Landing near the grotto, the boatman guides travellers to the summit of *\*Hjessan* (557 ft. above the lake, 845 ft. above the sea-level), the highest point of the Omberg, commanding a beautiful and extensive view, which in clear weather embraces six towns and fifty churches. The large lake to the N.E. is *Tåkern*. The flat stone on the top, once a tombstone, is now used as a table. We then descend through beautiful forest (crown property) to *\*Alvastra*, named after Alfhild (*Alfhildsstad*, *Alvastra*), the wife of King Sverker I. (d. 1156), the supposed foundress of a Bernardine Monastery here, the ruins of which are perhaps the most picturesque in Sweden. Kings Sverker I., Charles VII., Sverker II., and John I., and many other illustrious personages, are buried within its precincts. The church, dedicated to the Virgin, is in the form of a Latin cross. The nave and aisles and the choir are still traceable. The W. wall, like that of the choir, once contained a large window with rosettes and divided by a mullion.

The whole building, which was constructed of limestone, was roofed with barrel-vaulting.

After leaving Håstholmen the steamer skirts the perpendicular rocks of the Omberg. At *Rödgaßvets Port* the lake attains its greatest depth (410 ft.). Among the fantastically shaped rocks passed are *Munken* or *Gråkarlen* ('the monk', 'grey man'), *Predikstolen* ('the pulpit'), and *Jungfrun* ('the virgin'). Farther on, and visible from the deck of the steamboat, are the *Vestra Väggar* and *Mullskräerna*, the *An-Udde*, and *Borghamn*, with its extensive quarries. The steamer now rounds a promontory and reaches (3 hrs. from Håstholmen) —

**Vadstena** (*Hotel Bellevue*, near the harbour), the terminus of the branch-railway mentioned at p. 303. Vadstena, a town of ancient origin and now the centre of a lace-making industry, with 2500 inhab., became a place of some importance after the foundation of the monastery of St. Birgitta in 1383, around which it is built. The monastery was suppressed in 1595, and is now a lunatic asylum. The \**Monastery Church*, erected in 1395-1424, called the *Blåkyrka* from the colour of its stone and by way of contrast to the brick *Rödkyrka*, is worthy of a visit. It contains a monument to *Duke Magnus* and others of interest. The floor is paved with tombstones, bearing the Runic characters which formed the cognisance (*bomärke*, *vapenmärke*, *sköldmärke*) of the deceased. *Queens Philippa* and *Katarina* are also interred here. The sacristy contains the remains of St. Birgitta and her daughter St. Katarina, which are preserved in a reliquary covered with red velvet. A peculiarity of the church is that the choir is at the W. end. (The *Klockare* lives near.) — A fine example of a Swedish castle of the 16th cent. is the \**Vettersborg*, close to the lake and the harbour (the old moat), which was erected by Gustavus Vasa. The interior, which has been used successively as a school, a manufactory, and a store-house, is uninteresting. A window is shown as that from which the insane Duke Magnus of Östergötland, one of the sons of Gustavus Vasa, threw himself into the lake, attracted, as he declared, by the songs of sirens. Finely vaulted chapel. Extensive view from the tower. — After another hour the steamer touches at —

**Motala** (*Motala Hotel*, Stortorget; *Prins Karl*, to the S. of the Storbö, with pleasant garden on the river; baths by the harbour), a town with 2100 inhab., prettily situated in park-like scenery on the *Värvik*, at the efflux of the *Motala* from Lake Vettern. It lies about midway between Gothenburg and Stockholm, at the W. end of the eastern half of the Göta Canal (*Östgöta Linie*). The road to Skenige commands a fine view. A shady \**Promenade* leads on the bank of the canal to *Motala Verkstad* (p. 299). At Motala there is a 'bestämmande sluss' or reservoir lock, used for the purpose of regulating the quantity of water in the canal. —

Travellers arriving at Motala from Jönköping or Nässjö, and intending to proceed to Stockholm by the Göta Canal, are recommended to proceed by steam-launch to *Motala Verkstad* and pass the night there in *Fru Flodin's Hotel*. In this way they will have time to inspect the works, and visit Platen's grave and the locks of Borensnult (comp. p. 299). The scenery resembles a park.

Railway to *Hallsberg* and *Mjölby*, see p. 303.

About 10 Kil. to the N. of Motala is the favourite watering-place *Medevi*, with chalybeate springs.

The most northerly town on Lake Vettern is *Askersund*, with 1600 inhab. — *Karlsborg* and *Hjo*, on the W. bank, see pp. 291, 290.

#### b. Göta Canal. Östgöta Linie.

The project of uniting the E. and W. coasts of Sweden by a water-highway, the greater part of which already existed in the navigable lakes *Mälaren*, *Hjelmaren*, *Vettern*, and *Venern*, was first ventilated by *Bishop Brask* of Linköping in 1516, and was afterwards taken up by *Gustavus Vasa* and *Charles IX*, the latter of whom constructed the *Karlsgraben* at Venersborg. It was not, however, till the 18th cent. that the work was seriously taken in hand and an attempt made by the engineers *Svedenborg* and *Polhem* (1716), and afterwards *Viman* (1753), to overcome the main obstacles to the success of the scheme by the construction of a system of locks and sluices at *Karlsgraben* and *Trollhättan* (comp. p. 287). In 1755 the principal part of the latter, the so-called *Flottbergsdamm*, was destroyed by floating timber, and the enterprise was abandoned till 1793, when a company was formed for the completion of the work. The old locks of *Trollhättan* were opened in 1800 (p. 288), and Lake *Venern* was thus brought into communication with the N. Sea for the first time.

After the completion of the *Trollhätta Canal* in 1800, the task of connecting Lake *Venern* with the Baltic by a series of other canals still remained for the Swedish engineers to execute. Surveys had already been made for this purpose by *Daniel Thunberg* at the close of last century, but the plans were finally adjusted by *Baron Bultzar von Platen*, with the aid of *Thomas Telford*, the English engineer, in 1808. These other canals, connecting Lake *Venern* with Lake *Vettern*, and the latter with the Baltic, were constructed in 1810-32 at a cost of about 5 million crowns. All the different parts of the Canal between Stockholm and Gothenburg are collectively known as the GÖTA CANAL, though each part has a local name of its own. The section between Lakes *Venern* and *Vettern* is the Göta Canal *par excellence* or *Vestgöta Linie*, while the section connecting the *Vettern* with the Baltic Sea is called the *Östgöta Linie*.

Although other important systems of canals, such as the *Ströms-holms Canal* (p. 361) and the *Dalslands Canal* (p. 276), have been constructed in Sweden since the completion of the Göta Canal, yet

the last still retains the chief place of interest on account of the picturesque scenery through which it leads. The prettiest part is the Östgöta Linie, while the Vestgöta Linie and Lake Venern are somewhat monotonous and uninteresting. Travellers who are pressed for time will find it enough to travel by canal from *Motala* to *Berg* or *Norsholm*. Many, however, prefer to proceed in the steamer to Stockholm, in which case they will find the final stage, from Söderköping to Stockholm as seen in the clear summer night, one of the most picturesque scenes in Swedish travel. Travellers are recommended in no case to make the whole journey from Gothenburg to Stockholm by steamer (2½ days), as they would find it extremely monotonous and tiresome. Some of the steamers also leave much to be desired in point of comfort.

**STATISTICS.** The total distance from the N. Sea to the Baltic by the canal-route is about 260 Engl. M. (to Venersborg 60, thence to Sjötorp 80, and from Sjötorp to Mem 120 Engl. M.). The artificial part of this water-way, including 74 locks in all, is about 56 Engl. M. in length. The highest points of the canal are at Tåtorp and Motala, where it enters Lake Vettern, 300 ft. above the sea-level. The canal is 46 ft. wide at the bottom and 86 ft. on the surface, and is 10 ft. in depth. Four of the locks, called 'bestämmande slussar', are used for regulating the level of the water. The canal is crossed by upwards of 30 bridges, and there are numerous sluices for the purpose of letting off the water when repairs are necessary. About 7000 barges and small steamers ply between the N. Sea and Lake Venern, and about 3000 between Lake Venern and the Baltic annually.

About 2 Engl. M. to the E. of Motala lies **Motala Verkstad**, an extensive establishment (1700 hands), comprising iron-works and an engine-factory, founded in 1822, and the property of a company. Visitors are admitted. Professional men may apply to the director, for special information. The works are driven by a single water-wheel, which is turned by the water of the canal 38 ft. above it. In the *Dufvedal*, on the N. side of the works, is the simple tomb of *Baron v. Platen* (d. 1829), the chief engineer of the canal, whose son, the minister v. Platen (d. 1875), is also buried here.

Immediately beyond the Verkstad are the five \***Locks of Borensnult**, by means of which vessels descend to the picturesque *Lake Boren*, 49 ft. lower. With the exception of the locks and waterfalls of Trollhättan, the most interesting part of the whole canal is that between Motala Verkstad and *Berg* on the Roxen. Travellers by steamboat from Lake Vettern should land at Motala and walk thence to Borensnult, for which they will have plenty of time while the steamer is passing the locks (1 hr.). There is, however, scarcely time for a visit to the Verkstad.

\**Lake Boren* (237 ft.), 9 Engl. M. long, and nearly 4 Engl. M. wide, the water of which is beautifully clear, is next traversed by the steamer. On the S. bank, near the church of *Ekbyborna*, is the estate of *Ulfåsa*, once the property of St. Birgitta (d. 1373) and her husband Ulf Gudmarsson. On the N. bank is the church of *Kringsberg*. In 2 hrs. after leaving Motala the steamer reaches —

**Husbyfjöl**, a pretty place, with an inn and another 'bestämmande sluss', or regulating lock (p. 297). It then quits the lake and enters another reach of the canal, running on the S. side of the Motalaström. The scenery continues to be picturesque and park-like in character. On the left is *Kungs-Norrby*, a royal domain, once the property of the Vasa family, and beyond it the *Kungs-Norrby-Sjö*, with which the canal runs nearly parallel. On the right is the beautiful village of *Brunneby*, with a church now used as a storehouse. Between the canal and the lake we next observe *Ljung*, an estate and country-seat, with a manufactory of beetroot-sugar. Farther on are the iron-works of *Jaköbstund* and the pleasant estate of *Brunneby*, with a lock, and a little beyond it are fifteen other locks at short intervals, by means of which the steamer descends about 120 ft. to *Lake Roxen*.\* In 3½ hrs. more we reach —

**Berg**, at the W. end of *Lake Roxen*, a sheet of water 17 Engl. M. long and 6 M. broad (106 ft.), of which it commands a fine view. As the steamer takes 2-3 hrs. to pass through the locks, passengers have ample time to visit the interesting *Vreta Klosterkyrka*. It once belonged to a monastery situated here, which was founded in the 12th cent., and where Ebba Lejonhufvud, Gustavus Vasa's mother-in-law, who refused to abjure the Roman Catholic faith, died in 1549. The church, which has been almost entirely rebuilt since its original erection, contains monuments to King Inge (d. about 1123) and his queen Helena, restored by John III. (d. 1592), King Valdemar Byrgesson (d. 1302), and to several members of the Douglas family who entered the Swedish service. In the vicinity is *Kungsbro*, at the influx of the Motala into Lake Roxen, once the property of Gustavus Vasa. The most interesting part of the canal-route terminates here. Passengers may either proceed hence by the road to *Linköping* (p. 303), about 12 Kil. to the S.E., or go on by the steamer to *Norsholm*, and complete their journey to Stockholm by railway (p. 304).

On the hilly and wooded N. side of Lake Roxen is the ruined castle of *Stjernarp*, formerly the property of the Douglas family. The S. bank of the lake is flatter, but well cultivated and not unpicturesque. To the S.E., about 3½ Engl. M. from the lake, and connected with it by a canal, is *Linköping* (p. 303). — In 2 hrs. after leaving Berg we reach —

**Norsholm**, at the E. end of Lake Roxen, at the entrance to another part of the canal, which is crossed here by the Stockholm and Nässjö railway (R. 40). Passengers may disembark here and proceed by the night train to Stockholm. The Motala and the Göta Canal issue from Lake Roxen here, the former falling into Lake Glan, about 7 Engl. M. to the N. The steamer descends three locks, and at *Hulta* enters the narrow lake of *Asplången*, 3 Engl. M. in length. At *Snövelstorp* it quits the lake, passes the church of *Vestra Husby* on the right, and next reaches the

'regulating lock' of *Klämman*. Farther on, the canal is carried at a considerable height above the surrounding country. Beyond *Venneberga Bro* we descend the four locks of *Karlsborg* and two more at *Marichof*, and soon arrive at —

**Söderköping** (*Hotel Götakanal*), a town with 1800 inhab., and an important place in the 13th-16th centuries, when it boasted of a castle, two monasteries, and five churches. It lies on the Göta Canal and the once navigable *Storå*. The *St. Lars* and the *Drothems Kyrka* are now the only old buildings worthy of mention. The neighbouring *Hydropathic Establishment* attracts numerous Swedish visitors. The water is obtained from St. Ragnhild's Källa, where the vessels for drawing the water are of a kind peculiar to Sweden. Above the canal, on the N. side, rises the *Ramundershäll*.

The steamer descends through a lock at Söderköping and another at the foot of the hill just mentioned, and passes *Liljesta* on the right. About 3 Engl. M. from Söderköping it reaches the last lock, the 74th through which it has passed, where a marble slab bears the inscription: '*Om Herren icke bygger huset, så arbeta de fäfängt, som derpå bygga*' (except the Lord build the house, they labour but in vain that build it). At this point, the E. end of the Göta Canal, lies —

*Mem*, on *Slätbaken*, a long and narrow bay of the Baltic, where the scenery again becomes more interesting. About 11 Engl. M. to the E. of Mem we pass the picturesque ruined castle of *Stegaborg*, once occupied by King Birger Magnusson (d. 1321). It was rebuilt on a larger scale by Gustavus Vasa (d. 1560), whose son John III. (d. 1592) was born here. The vessel then enters the *Trannöfjärd* at the mouth of the *Slätbaken* creek, and steers past *Gottenvik*, a pretty bay with wooded banks. Farther on, the steamer's course is partly on the open Baltic and partly through the monotonous skärgård flanking the coast, where the intricate navigation requires the utmost attention of the pilot. About 4 hrs. after quitting Söderköping the steamer reaches —

*Oxelösund*, the terminus of the branch-railway to *Nyköping* and *Flen* (R. 44). The next point of interest, about 11 Engl. M. to the S. of Södertelge, in a bay of the Baltic, is the handsome château of *Hörningsholm*, on the *Mörkö*, which occupies the site of an old castle to which many historical reminiscences attach. It belonged to the famous family of Sture in the 15th and subsequent centuries, and afterwards to the families of Banér and Ribbing. Christina Gyllenstjerna died here, and the daughter of one of the counts Sture was abducted hence by Eric Stenbock. In 1719 the old castle was burned down by the Russians, and the estates afterwards came into the possession of the Counts Bonde, by whom the present château was erected. — At the N. end of the bay in which the *Mörkö* is situated the steamboat enters the short *Södertelge Canal*, connecting the Baltic with the small *Lake*

*Maren* and *Lake Mälaren*, to the level of which the steamboat ascends by means of a lock. The next station, 5 hrs. beyond *Oxelösund*, is —

**Södertelge** (*Stadskällare*), a town with about 3560 inhab., and a place of considerable antiquity, entirely destroyed by the Russians in 1719. The church of *St. Ragnhild* is said to have been built by the queen of that name, the wife of King Inge the Younger, about the year 1100. The hydropathic establishment here attracts numerous visitors from Stockholm and many Stockholmers have villas here. 'Kringlor' (ringshaped cakes) and 'pepparkakor' (gingerbread) form a specialty of the place. — Several trains and steamboats to Stockholm daily. — The steamboat trip hence to Stockholm traverses the beautiful scenery of Lake Mälaren, which is seen to great advantage by early morning or late evening light. The boat plies at night. In  $2\frac{1}{4}$  hrs. after quitting Södertelge the steamer reaches —

**Stockholm**, see p. 312.

#### 40. From Nässjö to Stockholm.

350 Kil. (217 Engl. M.). ÖSTRA STAMBANA to *Katrineholm*, and VESTRA STAMBANA thence to Stockholm. Express in  $8\frac{1}{2}$  hrs., other fast trains in  $9\frac{1}{2}$ –12 hrs. (fare 29 kr. 75 ö., 21 kr.). The ordinary trains are not all through-trains (fares, 24 kr. 50, 18 kr. 40, 12 kr. 25 ö.).

Before the completion of the Östra Stambana, which reduced the distance between Stockholm and Malmö by about 50 Engl. M., the usual route from Malmö to Stockholm was viâ *Jönköping* and *Falköping* (RR. 38, 37). Those who prefer to spend a night on the way are recommended to take this old route instead of the direct journey viâ Nässjö and *Katrineholm*. Good quarters for the night may be obtained at *Jönköping* (comp. p. 378).

**Nässjö** (1013 ft.; *Jernvägs-Hotel*, *Nässjö Hotel*), the highest railway-station in Sweden, is the junction for *Jönköping* (p. 294), *Oskarshamn* (p. 388) and *Halmstad* (p. 285), and is situated on the direct railway from *Malmö* to Stockholm (see R. 52).

The first part of the journey traverses the N. part of *Småland*, the characteristic features of which are described at p. 379. Between *Gripenberg* and *Sommen* lies *Holaveden*, a hilly and wooded district separating *Småland* from *Östergötland*. A similar chain of hills called *Kolmården* (p. 306), bounds *Östergötland* on the N. and divides it from *Södermanland*. The natural boundaries of *Östergötland* on the E. and W. are the Baltic Sea and Lake *Vettern*. The part of this province traversed by the railway is a fertile plain, containing the oldest towns in Sweden, the châteaux of the nobility, and numerous manufactories.

12 Kil. ( $7\frac{1}{2}$  Engl. M.) *Solberga*; 18 Kil. *Flisby*; 24 Kil. *Aneby*, on the lake of that name. The train follows the course of the *Svartå*, which forms a series of lakes. The largest of these is *Lake Sommen* (1505 ft.), on which a steamer plies.

36 Kil. ( $22\frac{1}{2}$  M.) *Frinnaryd*, on *Lake Rålången*, which con-

tains several floating islands ('*rörliga holmar*'). Near (42 Kil.) *Gripenberg* is the large estate of that name, to the S. of which lies *Traneryd*. 52 Kil. *Tranås*; 64 Kil. *Sommen*. The train now crosses the *Svartå*, which here forms several falls, and is the boundary between Småland and Östergötland. Near *Rockebro* the train skirts the N. bay of the *Sommen*.

73 Kil. (45 M.) *Boxholm*, with extensive iron-works. 78 Kil. *Strålsnäs*. The train gradually descends, passing several large estates. — 89 Kil. *Mjölby* (Inn), a busy little town with large mills.

FROM MJÖLBY TO HALLSBERG, 96 Kil. (59½ Engl. M.), railway in 4-5½ hrs. (fares 6 kr. 75, 5 kr. 5, 3 kr. 40 ö.). — 9 Kil. *Skeninge* (*Gästgifvaregården*), with 1480 inhab., once the capital of Götland, and famed for the ecclesiastical council (*kyrkomötet*) held here in 1248. Important cattle-fair in September. The so-called Law of Skeninge was very oppressive, and once formed the subject of a special petition in a litany used by the peasantry: —

'Från Skenige rätt och Vadstena slott

Bevara os milde Herre Gud!'

(From the law of Skenige and the castle of Vadstena,

Good Lord deliver us!)

16 Kil. *Fogelsta*, whence a branch-line diverges to *Vadstena* (p. 297). 27 Kil. *Motala*, whence another short branch-line leads to *Motala Verkstad* (p. 299). 41 Kil. *Karlsby*; 48 Kil. *Degerön*; 54 Kil. *Godegård*; 66 Kil. *Marie-dam*. From (76 Kil.) *Skyllberg* a branch line runs in 1 hr. past *Skyllberg* iron-works, to (14 Kil.) *Askersund*, a town of 1500 inhab. on Lake Vättern (p. 295). 85 Kil. *Åsbro*; 96 Kil. (59½ M.) *Hallsberg*, see p. 292.

95 Kil. (59 M.) *Sya*; 99 Kil. *Mantorp*. Near (109 Kil.) *Bankeberg* is the agricultural school of *Haddorp*. The line intersects a well-cultivated district, dotted with numerous churches.

121 Kil. (75 M.) **Linköping**. — HOTELS. \**Stora Hotellet*, Stortorget; *Lindeberg*, Kungsgatan; *Hôtel du Nord*, Kungsgatan; *Drufvan*, Bokhållaregatan.

CARRIAGES may be hired of O. Åhlström, in the *Skjutsbolag*. To the locks of Berg and the Vreta Convent (p. 300), 11 Kil.

STEAMBOAT to Söderköping and Stockholm, once weekly, starting on Sun. morning.

*Linköping*, the capital of Östergötland, with 10,100 inhab., and the residence of the 'Landshöfding' and the bishop, lies on the W. bank of the *Stångå*, recently rendered navigable, and 3½ Engl. M. from Lake Roxen (p. 300), by means of which it is thus connected with the Göta Canal. *Linköping* is a place of ancient origin. It was formerly called *Liongaköpingen* ('town of the place of assize'), and possessed a cathedral and a bishop so far back as the 12th century. Municipal privileges were granted to the town by Gustavus Vasa. In 1598 Sigismund was defeated by Duke Charles at the *Stångebro*, and his adherents were afterwards executed at *Linköping* in 1600 (the '*Linköping Blood-bath*'), the place of execution being now marked by a circle of stones in the *Jerntorg*. On the *Gumpekulla*, by the locks of *Nygvarn*, a little below the town, stands a stone commemorating the battle of *Stångebro*.

The \*DOMKYRKA, the finest edifice at *Linköping*, begun in 1150 and completed in 1499, is in the Romanesque style, with

a Gothic choir. Next to the cathedral of Upsala, it is the longest church in Sweden (320 ft.). The vaulting is borne by ten handsome pillars on each side. The choir-windows are filled with stained glass. The old *Altar-piece*, by Heemskerck (d. 1574), a Dutch master, purchased by John II. for 1200 measures (7500 cubic ft.) of wheat, now stands by the S. wall. Its former place is occupied by a colossal figure of Christ, surrounded by Faith, Hope, and Charity, in plaster, by *Byström*. The church was suitably restored in 1849-70. The vergers live in the vicinity.

The *Landsförsamlingens-Kyrka*, or Church of the Estates, also known as the *St. Larskyrka*, contains pictures by *Hörberg*, a self-taught peasant artist, whose works are to be met with in various parts of Sweden. The *Library* in the old gymnasium contains a valuable collection of rare books, MSS., coins, and antiquities (Tues. and Sat., 11-1; at other times apply to the librarian, Ny-qvarnsgatan). — Pleasant walks are afforded by the park of the Trädgårdsförening, to the S. of the town (entrance in the Drottninggatan), and by the gardens of the old château. To the W. of the town lies the *Cemetery* (*Griftegård*).

The *Kinda Canal*, 80 Kil. (50 Engl. M.) in length, completed in 1871, connects Linköping with several higher-lying lakes to the S.: *Erlängen* (184 ft. above the sea-level), on the N. bank of which lies the large estate of *Sturefors*; *Rengen* (273 ft.), with the estates of *Säby* and *Brokind*; then *Jernlunden* (277 ft. above the sea; 171 ft. above Lake Roxen); lastly *Åsunden* (about the same height), connected with the last by the *Rimforsström*. The last steamboat-station is *Horn* (steamer three times a week). These lakes form different basins of the *Stångå*, and the ascent is effected by means of fifteen locks. To the S. of Åsunden are two other lakes traversed by the *Stångå* (*Juttern* and *Krön*), beyond which lies *Vimmerby*, in Småland (p. 388). The scenery is pleasing the whole way.

Beyond Linköping the train crosses the *Stångå* by a bridge 200 yds. long, and traverses a fertile tract with several churches. 132 Kil. *Linghem*; 139 Kil. *Gistad*. It then crosses the *Göta Canal* (p. 300) by a curious swing-bridge, commanding a pleasant view of Lake Roxen.

145 Kil. (90 M.) *Norsholm* lies at the efflux of the Göta Canal from Lake Roxen, and is also a steamboat-station (see p. 300).

FROM NORSHOLM TO VESTERVIK, 118 Kil. (73 Engl. M.), railway in 8 hrs. (fares 8 kr. 85, 5 kr. 45 ö.). — 5 Kil. *Skärkind*; 10 Kil. *Halleby*; 13 Kil. *Ringsörp*; 17 Kil. *Höfersby*; 23 Kil. *Björnsäter*; 27 Kil. *Lakvik*; 33 Kil. *Bersbo*.

42 Kil. (26 M.) *Åtvidaberg*, with the most important *Copper Mines* in Sweden, a visit to which occupies one day. The bottom of the mine at *Bersbo* (1248 ft.) is reached by a small steam-car called a 'dog' in 6 minutes. The *Mormorsgrufva* ('grandmother's mine'), to the W. of Åtvidaberg, is 1320 ft. deep. Among the interesting works which deserve a visit are the *Bredbergsska Hytta*, the *Vändrost-Hus*, the *Stora Hytta*, the *Raffinad-Hyttta*, the *Kopparsmedja*, and the *Laboratory*. In 1869 the yield reached 1315 tons, but it has diminished of late years.

The scenery next passed, through little visited by tourists, is among the finest in Sweden.

51 Kil. (32 M.) *Forsaström*; 58 Kil. *Falerum*; 67 Kil. *Nelhammar*; 71 Kil. *Storsjö*; 82 Kil. *Öfverum*, with a foundry belonging to an English company; 94 Kil. *Gamleby*; 202 Kil. *Almvik*; 114 Kil. *Jenny*.

118 Kil. (73 M.) *Vestervik* (*Hôtel du Nord*), an old town with 5500 inhab., situated at the entrance to the *Gamlebyvik* and possessing large shipbuilding yards. It was repeatedly destroyed during the wars between the Danes and Swedes. Near the town is the ruined castle of *Ståkeholm*. — *Vestervik* is about 60 Engl. M. from Visby on the island of Gotland, to which a steamer plies on Wed. at 7 p.m. (see p. 373).

From *Vestervik* via *Ankarsrum* to *Hultsfred* (70 Kil. or 44 M.), see p. 388.

At (154 Kil.) *Okna* the train reaches *Lake Glan*, which it skirts to (159 Kil.) *Eksund*. (From *Eksund* a steamer plies to *Finspong*, with a cannon foundry, château, and park, whence a branch-railway runs to *Pålsboda*, on the *Vestra Stambana*, p. 292.) Beyond *Eksund* the train crosses the *Motala*, the outlet of Lake *Vettern* (p. 294), and reaches (162 Kil.) *Fiskeby*. Then —

168 Kil. (104 M.) **Norrköping** (\**Central Hotel*, with café; *Stora Hotellet*, with café, in the *Karl-Johans-Torg*; *Bellevue*, *Skeppsbron*), a busy manufacturing and seaport town with 28,000 inhab., is picturesquely situated on the *Motala*, at its influx into the *Bråvik*. The town was founded in 1384, but was plundered and burned down by the Danes in 1567 and by the Russians in 1719. Several diets of the estates have been held here, and among them that of 1604 at which Charles IX. was elected king. Gustavus IV. was crowned here in 1800. Owing to several great fires by which it has been visited, the town now presents an entirely modern and somewhat uninteresting appearance. The water-power afforded by the *Motala*, which flows through the whole town, is utilised by numerous manufactories. An interesting walk may be taken along the upper part of the river where the water dashes over rocks, turns a number of wheels, disappears among manufactory buildings, and re-appears to be immediately used for some new purpose. The principal \**Bridges* are the stone *Bergsbro*, constructed in 1775; the *Jernbro*, or iron bridge, of 1832; the *Oscar-Fredriksbro*, adjoining the *Karl-Johans-Torg* (1837); and the iron *Spångbro*, or foot-bridge (1863). Between the *Bergsbro* and the *Jernbro* are the *Bruksholm* and the *Laxholm*, islands which are also connected with the town by bridges. Visitors are admitted to some of the factories. Those who desire special information should apply to the manager. — On the lower part of the river, where it subsides into a calm and navigable stream, there are also several large factories, chiefly of cloth, worsted, and cotton goods, which have earned for Norrköping the title of the 'Swedish Manchester'. *Gamla Varfvet* ('the old wharf') with its dock is an extensive establishment, and the *Motala Varf*, to the E. of the town, where cannon-boats and monitors are constructed, is particularly interesting.

The handsomest modern buildings are in or near the *Karl-Johans-Torg*, where the two principal hotels, the post-office, the town-hall, and the theatre are situated. It is embellished with a *Statue of Charles XIV. John* (Bernadotte), by *Schwanthaler*, erected in 1846. The *Arbetsare-Föreningens-Hus*, containing a large hall and museum, is a very large edifice, and still more imposing is

the *Högre Elementarlärerarkets-Hus* (grammar and commercial school), on a height on the S.W. side of the town, erected in 1868 at a cost of 600,000 kr.

Favourite places of recreation in the vicinity are *Strömsholmen* (\*Restaurant), where concerts are frequently given, and the *Stadshusgården*.

The STEAMBOAT VOYAGE to or from Stockholm will be preferred by many to the train. The vessels (four times weekly, Mon., Wed. Thurs. and Sat. at 8 p.m.) ply at night, affording a beautiful view of Lake Mälaren on arriving or on starting. This route is also recommended to travellers intending to take the Göta Canal route from Norsholm to Gothenburg, or to those who have arrived at Norsholm from Gothenburg, and is preferable to the steamboat-route between Stockholm and Norsholm via Söderköping. — Steamboats also ply from Norrköping to Nyköping once, and to Kalmar twice weekly.

Beyond Norrköping and (176 Kil.) Åby the train traverses a wooded plateau, about 400 ft. in height, called *Kolmården*, the once dreaded frontier-region between Södermanland and Östergötland, infested with robbers and outlaws. Near *Tvårdala* it passes through a tunnel and then ascends gradually to (179 Kil.) *Grafversfors*. Farther on it crosses the bays of the pretty lake of *Näckten* by means of embankments, and threads a larger tunnel. 191 Kil. *Simonstorp* (Inn), with the lake of *Fluten* on the right. 205 Kil. *Strångsjö*. The scenery is uninteresting.

216 Kil. (134 M.) *Katrineholm*, and thence to *Stockholm*, see p. 292.

#### 41. From Charlottenberg to Stockholm.

432 Kil. (258 Engl. M.). RAILWAY in  $14\frac{1}{2}$ - $18\frac{3}{4}$  hrs. (fares 30 kr. 40, 22 kr. 35, 14 kr. 20.; express 36 kr. 40ö.). From Christiania to Charlottenberg, see R. 32. — Between Christiania and Stockholm there are two through-trains daily in  $18\frac{3}{4}$  and  $21\frac{3}{4}$  hrs., the latter allowing  $3\frac{1}{2}$  hrs. rest at Laxå, where rooms are fitted up at the station for the purpose (fares 46 kr. 80, 37 kr. 50, 22 kr. 35ö.). The slower trains stop for the night at Kongsvinger, where the hotels are apt to be uncomfortably crowded. Comp. p. 272.

At Charlottenberg (\*Rail. Restaurant, D.  $1\frac{1}{2}$  kr.), the first Swedish station, passengers to or from Stockholm change carriages. Travellers' luggage entering Sweden undergoes a slight custom-house examination here, while that of travellers in the reverse direction is examined at Christiania. It will strike the traveller as somewhat absurd that these two little kingdoms, united under one sovereign, should have different tariffs of customs-dues.

The railway from Charlottenberg to Laxå (*Nordvestra-Stambana*) traverses the *Vernland*, a province where lakes and forests abound, and rich in iron and other ores. This once sequestered region has recently been opened up by a network of new railways and canals. The *Vernland* is famous as the birth-place of *Tegnér* and *Geijer*, and its praises have been sung by *Fryxell* in his beautiful *Vernlandsvisa*. The railway-traveller will see but little of the attractions of this district. An excursion is therefore recommended from Käl to *Frykstad* and the *Fryken Lakes* (see below). Another pleasant digression may be made from Christinehamn to the prettily-situated *Filipstad* (p. 308).

Leaving Charlottenberg, the train passes the *By-Sjö* on the

right, and next stops at (14 Kil.) *Åmot* on the *Flagan-Sjö*, where an extensive view is obtained. Pretty scenery. 25 Kil. *Ottebol*.

34 Kil. (21 Engl. M.) *Arvika* (*Hôtel Kristiania*; *Stadshuset*; \**Rail. Restaurant*), with 1300 inhab., is beautifully situated on the *Glafs fjord*, here called the *Elgåfjord*, which is connected with Lake Venern by means of the *Seffle Canal*. (Steamer to Seffle and Åmål six times, to Venersborg and Gothenburg once weekly.) This long stretch of water is interesting from the fact that it marks the ancient bed of the Glommen, which once fell into Lake Venern, but now turns to the W. at Kongsvinger (comp. p. 272). During the melting of the snow, part of the water of the Glommen still finds its way into its old channel. In the vicinity is the *Arvika Helsobrunn* ('sanitary spring'). Several iron-works, glass-works, and other manufactories. On the E. bank of the fjord are the pleasant estates of *Vik*, *Skönvik*, and *Sund*.

Passing through several cuttings and a tunnel, the train next stops at (49 Kil.) *Edane*, beyond which it crosses the picturesque *Vermelen-Sjö* (180 ft.) by a viaduct, 700 yds. long, and 105 ft. above the water at the highest point, and passes through another tunnel. 56 Kil. *Brunnsberg*, 66 Kil. *Boda*, 77 Kil. *Fagerås*. Scenery less attractive. The train crosses the *Norself*, the discharge of the Fryken Lakes, by means of an iron \**Bridge*, 585 ft. long and 63 ft. in height, resting on iron pillars and massive granite foundations, the construction of which was attended with great difficulty owing to the soft character of the alluvial soil. About 5 Kil. to the S. is the *Edsvalla Bruk*, from which a steamboat plies to Lake Venern. A little beyond this bridge the train reaches —

82 Kil. (51 M.) *Kil* (352 ft.; *Jernvägs Hotel*, R. 1½, B. ½ kr., well spoken of), the junction for the Gothenburg and Falun railway (R. 48), and of a short branch-line to *Fryksta* or *Frykstad* (9 min.), on the *Nedre Fryken Lake* (215 ft.).

From Frykstad a pleasant excursion may be taken to the three \**Fryken Lakes* (*Nedre, Mellan, and Öfre Fryken*). A steamboat leaves Frykstad three times a week in connection with the train from Kil, for *Torsby-Bruk*, at the N. end of the highest of the lakes, which it reaches in 5 hrs., returning on the following day. — The *Fryksdal*, a valley 80-90 Kil. (50-55 Engl. M.) in length, is one of the most beautiful in Sweden, but the long steamboat-journey to Torsby and back is rather fatiguing. It is preferable to land at *Rottneros Bruk* between the central and the upper lake, visit the *Fall of the Rottnaelf*, and proceed to *Sunne* (Hotel), another pretty place, where *Anders Fryxell* (d. 1881 at Stockholm), a distinguished poet and author of tales from Swedish history, was once pastor. — In the vicinity are several large iron-works, some of which belong to the *Edsvalla Bruks Bolag* ('factory company'). — The scenery of *Öfre* or *Norra Fryken* is grander than that of the lower lakes.

The next station is (95 Kil.) *Skåre*. Then —

102 Kil. (63 M.) *Karlstad* (\**Stadshotellet*, R. and B. 3½ kr.; *Hôtel Kristiania*; *Rail. Restaurant*; restaurant and music at the *Trädgårdsforening*; *Åttkanten*, a favourite resort to the S.E. of the town; post and telegraph-office at the town-hall, in the *Stora*

Torg), the capital of Vermland, with 7700 inhab., entirely rebuilt after a fire in July 1865, is picturesquely situated on the *Tingval-laö*, at the influx into Lake Venern of the *Klarelöf*, which descends from the Norwegian mountains. This is a commercial place of considerable importance. The broad streets are flanked with handsome houses, and some of them are planted with trees. Among the chief buildings are the *Gymnasium*, the *Frimurarloge*, and the *Stadshotel*. Pleasant promenades in the environs. Steamboat thrice weekly to the principal places on Lake Venern, and to Gothenburg via Venersborg.

From Karlstad or from Kil a visit may be paid to the **Valley of the Klarelöf**. The train may be taken to *Deje* (p. 360), a station on the Falun Railway (*Bergslagens-Bana*), 10 Engl. M. above Kil, whence we proceed to *Ransäter* (the birthplace of *Geijer*), and *Uddeholm* (p. 360), where the *Elfdal* strictly so called begins. Beyond it the valley ascends into the most sequestered districts of Vermland and to the grand mountain-chain which separates Sweden from Norway. The last region in Sweden is the *Finnskog* ('forest of the Finns'), inhabited by Finns who were established here in the reign of Charles IX., and who still differ from the Swedes in customs and physique. — Beyond the frontier the scenery becomes even wilder and more desolate, especially in the neighbourhood of the *Fæmund-Sjö* (p. 205), the source of the Klarelöf, which is at first called the *Fæmundselv* and afterwards the *Tryssil*. Comp. p. 208.

The train now skirts the N. bank of the vast *Lake Venern* (p. 288), of which, however, little is seen, and passes over six long bridges and a number of embankments, the construction of which was very costly. 113 Kil. *Skattkärr*, 125 Kil. *Väse*, 134 Kil. *Ölme*.

142 Kil. (88 M.) **Christinehamn** (*Jernvägs-Hotel*; *Societetshus*; *Gästgifvaregård*), a small trading town, with 4000 inhab., lies on the *Svartå* and the *Varnumsvik*, a bay of Lake Venern. A famous fair, called the *Fastnings-Marknad*, takes place here annually in April. Steamboat twice weekly to Venersborg and Gothenburg.

FROM CHRISTINEHAMN TO FILIPSTAD, 62 Kil. (39 M.), railway in  $2\frac{3}{4}$  hrs. (fares 4 kr. 50, 2 kr. 45 ö.). Stations: *Nässundet*, *Storfors*, *Nykroppa*, *Herrhult* (junction for the Kil-Falun railway, p. 360), and *Gammalkroppa*. At *Nyhyttan* the railway forks, the right branch leading to *Persberg* on *Lake Yngen*, the left to *Filipstad* (see p. 306).

Beyond (153 Kil.) *Björneborg* the structure of the railway, which now skirts *Lake Visman*, is itself an object of interest. 165 Kil. *Kurlskoga*, whence a branch-line runs to the N. to *Nora* (and thence to *Dylta*) and another to the S. to *Gullspång* and *Otterbäcken* on Lake Venern. 168 Kil. *Degerfors*, from which another branch-line runs to the N. to *Vikersvik* and *Striberg*. Between these lines lies *Lake Möckeln*. 180 Kil. *Svartå*; 191 Kil. *Hasselfors*.

The train now passes the baths of *Porta Brunn*, and reaches (203 Kil. or 126 M.) *Laxå* (p. 292). From *Laxå* to (432 Kil. or 258 Engl. M.) *Stockholm*, see pp. 292, 293.

## 42. From Hallsberg to Örebro, Köping, and Stockholm.

242 Kil. (150 Engl. M.). RAILWAY in  $8\frac{1}{2}$ - $12\frac{1}{2}$  hrs., one through-train daily (fares 16 kr. 75, 12 kr. 85, 8 kr. 70 ö.; express 17 kr. 15 ö., 13 kr.).

Travellers who have already seen the finest parts of the Göta Canal and Lake Vettern, described in R. 39, may with the aid of the railway described in the present route visit some of the most interesting points on Lake Mälaren on their way to Stockholm. From *Motala* (p. 297) they proceed by railway in 3-4 hrs. to *Hallsberg*, and thence to *Köping* or *Vesterås*, from either of which the banks of Lake Mälaren may be conveniently explored by steamboat. Or they may now confine their attention to the N. bank of that lake, leaving the more picturesque S. bank to be visited from Stockholm. The chief points of interest are best combined by taking the train to Vesterås, crossing the lake thence by train to Eskilstuna, driving thence to Strengnäs and Mariefred, and completing the journey to Stockholm by steamer (comp. R. 43).

The railway traverses a fertile district and passes several of the oldest towns in Sweden, but the scenery is uninteresting until Lake Mälaren is reached, and there it is preferable to quit the train.

*Hallsberg*, see p. 292. The first important station is —

25 Kil. ( $15\frac{1}{2}$  Engl. M.) **Örebro** (*Örebro Hotel*; *Björkegren's*), one of the most ancient towns in Sweden, with 12,500 inhab., mentioned in history as early as the 11th century. No fewer than fifteen diets of the Estates were held here, and here the destinies of the country have frequently been decided. At the important diet of 1540 the succession to the crown, originally elective, was declared to be thenceforward hereditary, and in 1810 Bernadotte was elected crown-prince here. Örebro was the birthplace of Engelbrekt, a powerful Swedish noble, who was elected administrator of the Kingdom in 1435, and who held the surrounding country as a fief of the crown. The town lies in a flat district, near the bank of *Lake Hjelmaren*, and is intersected by the *Svartå*. It is now quite a modern-looking place, having been in great part rebuilt after a fire in 1854. The handsome Drottninggata traverses the town from N. to S. The handsomest edifice is the modern Gothic *Town Hall* ('*Stadshuset*'), in the *Stora Torg*. In front of it rises *Engelbrekt's Statue* by *Qvarnström*, erected in 1865. The *Theatre* and the *Karolinska Elementarläroverk* (containing a small museum), are also handsome buildings. In front of the last rises an *Obelisk* to the memory of the brothers *Olaus* and *Laurentius Petri*, the Swedish reformers. The only ancient buildings are the *Castle* (now occupied by public offices), with its four round towers, situated on an island in the river, and the *Church*, which has been partly modernised. The castle was once besieged by Engelbrekt, afterwards by Sten Sture the Elder (d. 1503), and by Gustavus I. (d. 1560). It was then rebuilt by Gustavus, and completed by

Charles IX. (d. 1611). — Walks to *Skebäck* on *Lake Hjelmaren* and to *Adolfsberg*, a small watering-place to the S., on the railway.

From Örebro a STEAMBOAT plies once weekly to Stockholm viâ the Hjelmaren Canal. It first crosses **Lake Hjelmaren** (65 ft.; 46 Engl. M. long, 6-10 M. wide) and then proceeds through the *Hjelmaren Canal* to the *Arbogaå* (see below), which it follows to *Kungsör*, on Lake Mälaren. Then by the last-named lake to Stockholm. — Lake Hjelmaren is destitute of pretty scenery, but its pikes and crabs are considered great delicacies. A monument has been erected on the *Engelbrektsholm*, in the W. part of the lake, on the spot where Engelbrekt was assassinated by Måns Bengtsson in 1436. Near the mouth of the canal is the château of *Stora Sundby*, erected for Count de Geer in the early-English style by Robinson.

Soon after leaving Örebro the train stops at (44 Kil. from Hallsberg) *Ervalla-Dylta*, where a branch-line diverges to *Nora* and *Karlskoga* on the Nordvestra Stambana (p. 308).

50 Kil. (31 M.) *Frövi* is the junction of an important line to *Ludvika*.

FROM FRÖVI TO LUDVIKA, 98 Kil. (61 Engl. M.), railway in 5½ hrs. (fares 7 kr. 35, 5 kr. 40, 3 kr. 70 ö.). This railway traverses a very rich mining-district (iron, copper, lead). The scenery between *Linde* and *Kopparberg* is picturesque. — 10 Kil. *Vedevåg*.

19 Kil. (12 M.) *Linde* (*Hotellet*), with 1500 inhab., is prettily situated between the two lakes of that name. The church and a great part of the town were rebuilt after a fire in 1869. The train then skirts the E. bank of *Lake Rossvälen* to *Gusselby*, *Storå* (whence a branch-line diverges to the silver-mines of *Guldsmedshyttan*, *Vasselhyttan*, *Rällså*, and *Bångbro* (branch to *Bånghammar*, *Kölsjön*, and *Kloten*)). 55 Kil. (34 M.) **Kopparberg** (*Hotellet*) is an important mining place, with copper, lead, and zinc-mines in the vicinity. 63 Kil. *Ställdalen*, where the line crosses the *Bergslagens-Bana* (R. 48), with which it afterwards runs nearly parallel to *Ludvika*. The next stations are *Ställberg*, *Hörk*, *Grängesberg*, *Björnhyttan*, and *Gonäs*. Then —

98 Kil. (61 M.) *Ludvika*, see p. 361.      1\*

55 Kil. *Ullersäter*, 64 Kil. *Fellingsbro*, 75 Kil. *Jäders Bruk*.

79 Kil. (49 M.) **Arboga** (*Hotellet*; *Gästgifvaregård*), a town with 3900 inhab., was anciently a place of much importance. Thirty-two diets of the Estates have been held here at different periods. At one of these, in 1435, Engelbrekt, and at another, in 1471, Sten Sture the Elder, were chosen administrators. In 1561 the important Articles of Arboga were passed at another diet here. Arboga has frequently been a residence of the Swedish kings, and in the time of Gustavus Vasa had a mint of its own. It is now an uninteresting modernised place. By means of the navigable *Arbogaå*, on which the town lies, and the Hjelmaren Canal, Lakes Hjelmaren and Mälaren are connected. — Steamboat to Stockholm twice weekly.

87 Kil. *Valskog* is the junction for Thorshälla and Eskilstuna (see p. 348).

96 Kil. (59½ M.) **Köping** (*Jernvägs-Hotel*; *Köpings-Hotel*), a town with 3200 inhab., lies on the river of the same name, near Lake Mälaren. Steamboats to Stockholm daily. As the railway-journey on the N. bank of the lake is uninteresting, many travellers will prefer to proceed by steamer from Köping to Thorshälla

and Strengnäs, drive to Mariefred, and take another steamer thence to Stockholm. With regard to the lake and the principal places on its banks, see R. 43. — About 1 Engl. M. from Köping is *Johannisdal*, a small watering-place. Branch-line from Köping to the N.W. to (34 Kil.) *Uttersberg* and (46 Kil.) *Ridderhyttan*, passing a number of considerable iron works and factories.

106 Kil. *Munktorp*. 112 Kil. *Kolbäck*, where the train crosses the Strömsholm Canal (p. 361), is the junction for the Rekarne and Eskilstuna line (p. 349), the first station of which is (8 Kil.) *Strömsholm*, at the beginning of the canal. 121 Kil. *Dingtuna*.

131 Kil. (81 M.) *Vesterås* (*Hôtel Kraak*; *Hôtel Vesterås*; *Gäst-gifvaregård*), with 6500 inhab., the capital of a district and an episcopal see. The name is a contraction of *Vestra Aros* ('W. mouth'), a title given to the place to distinguish it from *Östra Aros* (Upsala). It was anciently a town of considerable importance and possessed a Dominican monastery and several churches and chapels. No fewer than eleven national diets were held here, the most important being that of 1527, which suppressed the Roman Catholic church in Sweden, and that of 1844, which settled the succession to the throne on Vasa's heirs. The principal edifice is the handsome Gothic \**Cathedral*, founded in the 11th cent., enlarged by Birger Jarl and consecrated anew in 1271, afterwards frequently altered, and finally restored in 1850-60. The tower, added in the 18th cent., is the highest in Sweden (310 ft.). The altar-piece was presented by Sten Sture the Younger and Christina Gyllenstjerna, his wife. Svante Sture, the administrator (d. 1512), and Eric XIV. (d. 1577) lie buried here. A marble sarcophagus was erected in memory of the latter by Gustavus III. The tomb of the regent Magnus Brahe is marked by a marble monument. The *Episcopal Library* of 12,000 vols. includes that of the Elector of Mayence brought from Germany by Oxenstjerna and presented to the cathedral about the year 1640. — The old *Slott*, on a height near the mouth of the stream, once belonged to Jösse Erikson, a robber-knight, and the terror of the district, but about the middle of the 16th cent. was taken by Gustavus I., who restored and extended it. It was afterwards the prison of Eric XIV., who was poisoned at Örbyhus (p. 358) in 1577. In the 17th cent. it was entirely re-erected after a fire, and it is now the district seat of government. — The *Vasa Park*, to the E. of the Town Hall, occupies the site of the monastery and contains a bust of Vasa in memory of the diet of 1527. — The cucumbers and other vegetables grown at Vesterås enjoy a considerable reputation.

141 Kil. *Tillberga* is the junction of branch-lines to the N. to (28 Kil.) *Sala* (p. 365), and to the W., viâ (28 Kil.) *Ramnäs*, *Engelsberg* on the Strömsholms Canal (see p. 361) and *Norberg* (with important iron-mines), to (68 Kil.) *Kärrgruvan* and *Krylbo* (p. 365). — 147 Kil. *Tortuna*, 154 Kil. *Orresta*, 160 Kil. *Lundby*.

168 Kil. (84 M.) **Enköping** (*Stadshotellet*), a town with 2100 inhab., lies on the river of the same name, 4 Engl. M. from Lake Mälaren. Pretty scenery and numerous market-gardens here. Steamboat to Stockholm three times weekly. — 178 Kil. *Grillby*. 186 Kil. *Ekolsund*, beyond which the train crosses the *Ekolsunds-vik* by a bridge 300 yds. long. 195 Kil. *Bålsta*, 206 Kil. *Bro*, 214 Kil. *Kungsängen*. The train now crosses the long northern ramification of Lake Mälaren at a narrow part of it called *Stäket*. 225 Kil. *Jakobsberg*, 231 Kil. *Spånga*, 236 Kil. *Sundbyberg*.

242 Kil. (150 M.) **Stockholm**, see below.

### 43. Stockholm and its Environs.

**Arrival.** Travellers arriving at Stockholm by railway alight at the CENTRAL STATION (Pl. C, 3, 4), situated in a large open space facing the Klara-Strand-Gata, and about 7 minutes' walk from the Norrbrö and the principal hotels. Omnibuses from the principal hotels meet each train (fare 75 ö.). Cab with one horse for 1-2 persons 1 kr., 3-4 persons 1 kr. 25 ö.; each trunk 20 ö., for three or more 50 ö. (at night, 11-6 o'clock, one fare and a half). Porterage for each package to or from the cab or omnibus 10 ö.; to one of the hotels 30 ö. — Those who arrive by the lake route from Gothenburg, or by a coasting steamer from the S., land at the RIDDARHOLM QUAY (Pl. D, 5), on the W. side of the Riddarholm, near the church of that name; while the usual landing-place for travellers from the N. or E. is the SKEPPSBRÖ (Pl. E, F, 4, 5), on the E. side of Staden. Cab-fare as above; no hotel-omnibuses on the quays.

**Hotels.** GRAND HOTEL (Pl. a; E, F, 3), Blasieholms-Hamnen, a very large and handsome building, with reading-room, telegraph office, etc., beautifully situated, and commanding a fine view of the Palace and the busy traffic of the quays and harbour; \*RYDBERG (Pl. b; D, F, 4), Gustaf-Adolfs-Torget, facing the Norrbrö, also well situated and more central, but better adapted for men of business. These hotels belong to the same proprietor. The charges at the former are somewhat higher (rooms at both from 2 kr. upwards., A. 50 and 35 ö., L. 70 ö., B. 1 kr.). Both also have good restaurants, that at the Rydberg being the better and slightly less expensive. Travellers are quite at liberty to take their meals where they please. Table d'hôte at the Grand Hotel in summer only. — \*HÔTEL KUNG KARL (Pl. c; D, 3), at the S. end of the Brunkebergs-Torg, central, not far from the Norrbrö. R. from 1 kr. 50 ö., A. 35 ö., with an excellent restaurant attached. HOTEL W 6 (pronounce Vay sex, the name of a society) opposite the central station, new, with good restaurant (early table d'hôte with wine, 2 kr.). — HÔT. BELLEVUE (Pl. d; E, 3), Gustaf-Adolfs-Torget, chiefly frequented by commercial men; HÔT. HAMBURGER BÖRS, Jakobs-kyrko-Gatan 6, behind the Rydberg, with restaurant, well spoken of; \*KUNG KARLS ANNEX, Regerings-Gatan 13, R. from 1 kr. 50 ö.; KANAN, Brunkebergs-Torg 16; HÔTEL DE SUÈDE, Drottning-Gatan 43; ROSENBAD, Akademi-Gränden (Pl. D, 4), near the Post Office, quiet (no restaurant). All these last are second-class. — In the Norra Smedje-Gata (Pl. D, 3), at the back of Rydberg, in a quiet and convenient situation: HÔTELS GUSTAF VASA, DE FRANCE, STETTIN, VICTORIA, and SKANDINAVIA, all unpretending, but tolerable.

**Restaurants.** *N. Side of the City* ('å Norr'): \*Rydberg and \*Kung Karl are the best, and the charges are reasonable; *Grand Hotel*, fairly good, but more expensive; *Café du Bazar*, on the Norrbrö, above the Ström-parterre (p. 319) \*Phoenix, Drottning-Gatan 71, adjoining the Northern Museum (p. 326); *Hôtel du Nord*, Lilla Trädgårdsgatan, near the Dramatiska Teater; \*Opera Källaren, in the Stora Smedje Teater (p. 324), entered from the Arsenal-Gata, much frequented; \*Hamburger Börs (see above); \*Hot. W 6. (see above); *Café-Restaur. Anglais*, Stureplan 1, near the Humle-



# STOCKHOLM.

1:15000



## Key to the Plan of Stockholm.

### *Akademier* (Academies):

1. Akad. för de fria konsternas (Academy of Arts) . . . . D, 4
2. Landtbruks-akademi (Agricultural Academy) . . . . D, 3
- [3. Musikaliska akademien (Academy of Music) . . . . C, 3
4. Vetenskaps-akademi (Academy of Science) . . . . C, 1, 2
5. Archives (Riks-Arkivet) . . . D, 5
6. Badinrättningar (Baths) . . . D, 3, 4; D, 5; E, 4; F, 4
- Bangårdar (Railway- Stations) . . . . C, 3, 4; E, 7

### *Banker* (Banks):

7. Riksbanken (National Bank) F, 5
8. Skandinaviska Kredit-Aktiebolag (Scandinavian Joint Stock Bank) . . . . E, 5
9. Stockholms Enskilda Banken (Private Bank) . . . . E, 5
10. Barnbördshuset (Lying-in Hospital) . . . . A, 4; D, 2
- Bergsskolan (Mining-School), Drottning-Gatan . . . . B, 1
11. Biblioteket, Riks (National-Library) . . . . E, 1

### *Bildstoder* (Monuments):

- Berzelius, in the Berzelii Park . . . . . E, 3
- Birger Jarl . . . . . D, 5
- Charles XII. . . . . E, 3
- Charles XIII . . . . . E, 3
- Charles XIV. John . . . . E, 3
- Gustavus Adolphus . . . . E, 4
- Gustavus III. . . . . E, F, 4
- Gustavus Vasa . . . . . D, 5
- Linnæus . . . . . E, 1
12. Börsen (Exchange) . . . . E, 5
13. Etnografiska samlingen, skandinavisk (Ethnographical Museum) . . . . C, 2
- Farmaceutiska Institutet (Pharmaceutical Institute) B, C, 2
14. Flottans förrådshus (Marine Arsenal) . . . . . G, 5
15. Frimurarlogen (Freemasons' Lodge) . . . . . F, 3
16. Gymnasium (Grammar School) D, 5
17. Gymnastiska Central Institutet . . . . . D, 3
- Hasselbacken . . . . . I, 4
18. Hofrätt, kongl. Svea (Court of Appeal for the districts of Svearike, Norrland and the Island of Gotland) . . D, 5

19. Konstföreningen (Art Union) E, 3

### *Kyrkor* (Churches):

- Adolf Fredriks kyrkan . . . C, 1, 3
20. Blasieholms kyrkan . . . . F, 3
21. Engelska kyrkan (English Church) . . . . . B, 2
22. Finska kyrkan (Finnish Church) . . . . . E, 5
- Hedvik Eleonora kyrkan . . . F, 2
23. Jakobs kyrkan . . . . . E, 3
- Johannis kyrkan . . . . . D, 1
- Karl Johans kyrkan . . . . F, 7
- Katarina kyrkan . . . . . F, 7
24. Katolska kyrkan (Rom. Cath. Church) . . . . D, 3
- Klara kyrkan . . . . . D, 3
- Maria kyrkan . . . . . E, 6, 7
25. Riddarholms kyrkan . . . D, 5
26. Ryska kyrkan (Russian Church) . . . . . C, 1
- Skeppsholms kyrkan, see Karl Johans kyrkan.
27. Storkyrkan . . . . . E, 4, 5
28. Tyska kyrkan (German Church) . . . . . E, 5
- Ulrika Eleonoras kyrkan . . B, 4
29. Mosebacke . . . . . F, 6
- Myntet, kongl. (Royal Mint) B, 4
- National Museum . . . . . F, 4
- Observatory . . . . . B, 8
30. Öfverståthållarehuset (Governor's House) . . . E, 4, 5
31. Palats, Arfprinsens (Palace of the Crown Prince) . . D, 4
32. Poliskammaren (Police Office) D, 4
33. Posthuset (Post Office) . . D, 4
34. Rådhuset (Town Hall) . . D, 4, 5
35. Riddarhuset . . . . . D, 5
36. Riksdagshuset (House of Parliament) . . . . . D, 5
37. Sällskapet (a Club) . . . E, 3
- Serafimer Lasarettet (Hospital) . . . . . B, C, 4
38. Slöjdskolan (Industrial School) . . . . . D, 3
- Slottet, kongl. (Royal Palace) E, 4
39. Synagogan (Synagogue) . . E, 3
- Teatrar* (Theatres):
40. Kongl. Stora Teatern . . . E, 3, 4
41. Dramatiska Teatern . . . E, 3
42. Blasieholms Teatern . . . F, 3
- Djurgårds Teatern . . . . I, 3
45. Södra Teatern . . . . . F, 6
- Tekniska Skolan or Slöjdskolan . . . . . B, 1
46. Tekniska Högskolan . . . . B, 1
47. Telegrafan . . . . . E, F, 4

### HOTELS.

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| <p>a. Grand Hotel . . . . . E, F, 3</p> <p>b. Rydberg . . . . . D, 4</p> | <p>c. Kung Karl . . . . . D, 3</p> <p>d. Germania . . . . . E, 3, 4</p> |
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gård; at *Bern's Salong* (early table d'hôte in summer, 13¼ kr.); *Strömsborg*, on the island between the new bridge and the railway-bridge (reached from the latter, or by ferry), see p. 324. — *In Staden* (the island forming the central quarter of the city, p. 319): *Iduna*, Lilla Ny-Gatan 4; *Rosengren's Källare*, Salvii-Gränden. — *S. Side of the City* (å Söder): *Mosebacke*, in the market of that name, a fine point of view (see p. 338). — *In the Djurgård* (p. 339): \**Hasselbacken* (music in the afternoon; D. 4 kr., good), *Alhambra*, both much frequented in summer, with gardens where visitors may dine in the open air. — Most of the restaurants in the environs (Drottningholm, Näckå, Ulriksdal, etc.) are poor.

At all these restaurants visitors breakfast and dine *à la carte*, and the charges vary greatly. The usual breakfast hours are between 9 and 12, the dinner hours between 2 and 6, and the supper hours from 7 to 10 o'clock. An ordinary breakfast or supper costs 1½-2 kr., and dinner 2 kr. or upwards. For the '*Brännvinsbord*' or '*Smörgåsbord*' (side-table with bread-and-butter, salt meats, fish, and various relishes, with '*brännvin*' and liqueurs '*ad libitum*'), which Swedish gentlemen and even ladies freely patronise before sitting down to table, an additional charge of 30-50 ö. is made. It need hardly be said that persons unaccustomed to such a method of stimulating the appetite can hardly resort to it with impunity. '*Seror*', so called from the hour when they are usually served, are half-portions of meat, etc., frequently ordered by persons who desire a slight supper only. The waiters (*Vaktmästare*) always expect a fee of 10 ö. or upwards from each person. Comp. p. xxv.

**Cafés** (*Schweitzerier*) at all the principal hotels and restaurants. Of the others the pleasantest and most frequented in summer are the \**Strömparterre* (Pl. E, 4; p. 319), adjoining the Norrbrö on the E. side, where a band plays in the evening; \**Café du Bazar* (p. 312), above the Strömparterre; *Blanch's Café* (Pl. 19; E. 3), in the Kungsträdgård (music); *Café Victoria*, in the Kungsträdgård, well spoken of; *Bern's Salong*, adjoining the Berzelii Park (p. 325). The *Strömsborg* (see above) also attracts many visitors in fine weather. The *Hasselbacken*, *Novilla*, *Bellmansro*, and other cafés in the Djurgård mentioned at p. 339, are also very favourite resorts. *Bähr's Café*, in the Riddarhus-Torg (Pl. D, 5), is chiefly frequented by men of business. Each customer usually gives the waiter a fee of 5 ö. or more.

At most of the restaurants and cafés visitors deposit their hats, great-coats, and umbrellas in a small room at the entrance, provided for this purpose. The attendant here shows a wonderful power of recognising the visitor at his departure, and seldom makes a mistake or requires help in restoring his property. It is usual to give him a fee of 10 ö.

**Confectioners** (*Sockerbagerier*, who generally have a *Dam-Café*, or ladies' refreshment room, adjoining their shops). \**Grafström*, Freds-Gatan 13; \**Landelius*, Storkyrkobrinken 9; *Ruth*, Drottning-Gatan 50; *Sundell*, Drottning-Gatan 67; *Berg*, Regerings-Gatan 14; *Sundberg*, Vesterlång-Gatan 83.

**Post Office** (Pl. 33; D. 4), Rödbro-Torget, halfway between the Norrbrö and the Railway Station, open 9 a.m. to 9 p.m.; Sundays 9-11, 1-2, and 7-9 o'clock. *Branch Offices*: Lilla Ny-Gatan 6; Hö-Torget 14; Handverkare-Gatan 18; Riddare-Gatan 28; Göt-Gatan 18. Numerous letter-boxes in the streets.

**Telegraph Office** (Pl. 47; E, F, 4), Skeppsbron 2, always open. Also at Brunkebergs-Torget 2, Handverkare-Gatan 18, Riddare-Gatan 28, and Södermalms-Torget, open 8 a.m. to 8 p.m.

**Bankers**. *Riksbank*, Jern-Torget; *Skandinaviska Kredit-Aktiebolag*, Storkyrkobrinken 13; *Stockholms Enskilda Bank*, Lilla Ny-Gatan 27; *Stockholms Handelsbank*, Kornhamns-Torget 4. Circular notes and foreign money may be changed at any of these; or at *Belmonte's*, Jakobs-Torget, and several other money-changers.

**Consuls**. American, *Mr. N. A. Elfvig*, Drottning-Gatan 13; vice-consul, *Mr. J. A. G. M. Schürer von Waldheim*, Oxtorgs-Gatan 7. British, *Mr. R. Drummond Hay*, Norrmalms-Gatan 18; office Skeppsbron 30; *Mr. F. Ap-George*, vice-consul and translator. German, *Hr. W. Redlich*, Nybrö-Gatan 11, C. French, *M. E. Thiébaud*, chancellier, Jacobsbergs-Gatan 23, B. Austrian, *Hr. C. Benedicks*, Vesterlång-Gatan 16. Russian, *Hr. A. Molle-*

*rius*, Nybro-Gatan, 6.A. Besides these and a number of other consuls, ambassadors from the principal European states also reside at Stockholm.

**Cabs.** Drive within the town, for 1-2 pers. 1 kr.; 3-4 pers. 1 kr. 25 ö.; for one hour 1 kr. 25 or 1 kr. 50 ö., for each additional  $\frac{1}{2}$  hr. 50 or 60 ö.; at night, 11-6, a fare and a half; small articles of luggage free; trunk 20 ö., for more than two 50 ö. — For a drive to the Djurgård and other places in the environs  $1\frac{1}{2}$ -2 kr. for the first hour, and 60-75 ö. for each additional  $\frac{1}{2}$  hr. — *Cab Stands* near the Post Office, in the Brunkebergstorg, on the Skeppsbro, in the Stor-Torg, etc.

**Tramway** (*Spårvägar*). In the smaller cars the fare is deposited in a box as at Christiania (see p. 1). The drivers give change for sums not exceeding 1 kr., the coin to be changed being handed to him through the small window marked 'Wexling'. There are three main lines.

1. **RING LINE** (*Slussen-Norrholm*; with green name-boards and lanterns; fare 10 ö.), every 5 minutes in each direction. From *Slussen* (Pl. E, F, 6) by the *Skeppsbron Quay* to the *Norrbo* (Pl. E, 4), then (to the right) by *Karl den Tolfte Torget*, *Östra Trädgårdsgatan*, *Norrholmstorget*, and *Norrholms-Gatan*, passing the *Humlegården* on the left, to *Röstags-Torget* (Pl. D, 1); then through the *Trebackarlång-Gatan* and past the *Adolf Fredriks-Kyrka* (Pl. C, 1, 2) to *Salu-Torget* (Pl. B, 2), and through the *Klara Strand-Gatan*, past the *Central Station* (Pl. C, 3, 4), and across the *Vasabro* and *Riddarhus-Torget* to *Slussen* (Pl. E, F, 6). — From this line diverges a branch (yellow boards and lanterns), which leads to the E. along the *Humlegården*, and then turns to the right and runs to *Nybro-Gatan* (Pl. E, F, 1). Passengers are entitled to change from one of these lines to the other without extra charge, on demanding a 'Fripollette'.

2. **NORRBO-DJURGÅRD LINE** (red name-boards and lanterns; fare 10 ö.), every 10 minutes. From the *Norrbo* (Pl. E, 4) as above to *Norrholms-Torget* (Pl. E, 2, 3), and then by the *Nybrohamn* and *Ladugårdslunds-Strand-Gata* to the *Djurgård* (terminus opposite Hasselbacken in the *Allmänna-Gränd*; Pl. II, J, 5, 4).

3. **FROM THE GUSTAF-ADOLFS-TORG** (Pl. E, 4; near the *Norrbo*) to *KUNGSHOLMEN* (Pl. A, B, 4). Fare 10 ö.

**Steamboats.** The steamboats which ply from Stockholm in every direction are so numerous, and the maze of islands and water-ways around the city is so complicated, that the traveller will at first be somewhat bewildered. Before making any excursion, he should of course consult the latest number of 'Sveriges Kommunikationer', and also the map of the environs, and be careful to ascertain the starting-point of the vessel. For the larger sea-going vessels the principal quays are *SKEPPSBRON*, on the E. side of *Staden* (Pl. F, 4, 5), and *BLASIEHOLMS-HAMNEN* (Pl. E, F, 4) adjoining the *Grand Hotel* and the *Museum*. For the smaller sea-going and coasting steamers the starting-point is the *RIDDARHOLM QUAY* on the W. side of that island, which lies to the W. of *Staden*, whence most of the *Mälars* steamers and those bound for *Gothenburg* by the canal route also start. A number of the smaller lake-steamers again have their usual berths on the *MUNKBRÖ* and the *KÖRT-TORG*, on the W. and S.W. sides of *Staden* (Pl. D, E, 5). The sea-going steamers will be found in the 'Kommunikationer' under the heads '*Norrut*', '*Österut*', '*Söderut*', and '*Vesterut*'; see also the heads '*Göta Kanal*' and '*Mälaren*'. The following is a short list of the principal routes mentioned in the *Handbook*. To *Gefte* (p. 359) 4 times weekly from *Skeppsbron* and 6 times monthly from *Karl XII.'s Torget*; to *Visby* 3 times weekly from *Riddarholmen* and once weekly from *Blasieholms-Hamnen* and *Klintehamn* (comp. p. 373); to *Kalmar* (p. 387) twice weekly from *Riddarholmen*, and once weekly from *Blasieholms-Hamnen* (also by the *Lübeck*, *Copenhagen*, and *Gothenburg* steamers); to *Gothenburg* viâ *Kalmar*, *Karlskrona*, *Karlshamn*, *Malmö*, and other ports three times weekly from *Riddarholmen*; to *Copenhagen* weekly, touching at intermediate ports, from *Riddarholmen*; to *London* fortnightly from *Skeppsbron*. Steamers also sail occasionally to *Hamburg*, *Amsterdam*, *Antwerp*, *Håvre*, etc. — Steamboats on *Lake Mälaren*, see pp. 338-351.

**Steam Launches** (*Ångstular*). Communication between different parts of the city and the suburbs and immediate environs is maintained

by numerous small steam ferry-boats, which cross Lake Mälaren and the Saltsjö (p. 347) in all directions at intervals of 3-15 minutes. The fares vary from 3 to 15 ö. according to the distance. The course of these steamers is indicated in the Plan, and it will suffice to give here a timetable of those plying to the *Djurgård* (p. 339; every 10-15 min.).

1. From the *Strömparterre* (Pl. E, 4) to *Alkärrät* (Pl. H, 4); fare 10 ö.
2. From *Karl den Tolfte Torg* (Pl. E, 3, 4) to *Alkärrät*; fare 10 ö.
3. From *Nybroviken* (Pl. F, 3) to *Alkärrät*; fare 10 ö.
4. From the *Räntmästaretrappa* (Pl. F, 5, 6) to the *Jernvågen* at *Allmänna-Gränd* (Pl. H, 1, 3, 4; fare 5 ö.) and to the *Dockan* on *Beckholmen* (8 ö.).
5. From *Skeppsholmen* (Pl. G, 4, 5) to *Allmänna-Gränd*; fare 8 ö.
6. From *Logårdstrappan* (Pl. E, 4) to *Blåporten* (*Kaptensudden*; Pl. H, 3; fare 12 ö.) and to *Ladugårdsgärdet* (*Hesslingeberg*) and *Djurgårdsbrunn* (15 ö.).

7. 8. From *Gustaf's III. Staty* (Pl. E, F, 4) and from the *Räntmästaretrappa* (Pl. F, 5, 6) to *Manilla* (20 ö.) and *Blockhusudden* (25 ö.) on the S. bank of the *Djurgård*, several times daily.

Several of the steamboat-routes to the most interesting points in the Environs of Stockholm are described in various parts of the text of the Handbook. The traveller is referred for more detailed information as to the hours of starting, fares, etc. to the '*Fullständig Tabell öfver Kommunikationerna inom Stockholm och dess Närmaste Omgifningar*', or to the second part of the *Sveriges Kommunikationer* (under the heading '*Stockholms Omgifningar*', with the sub-headings *Mälaren* and *Saltsjön*).

**Shops.** Booksellers: *Samson & Wallin*, Drottning-Gatan 7, corner of Freds-Gatan; *Fritze*, Gustaf-Adolfs-Torget 18, near the Höt. Rydberg; *Wilh. Bille*, Drottning-Gatan 25; *Looström & Co.*, Norrbro. — Photographer: *Axel Lindahl*, Ridare-Gatan 41 (photographs of Swedish, Norwegian, and Danish scenery; copies also in the larger shops). — Fishing-gear: *Leidesdorffska Manufactory*, Stora Ny-Gatan 12; *Åkerlund*, Malmstorgs-Gatan 3. — Furs: *P. N. Bergström*, Storkyrkobrinken 4 and Freds-Gatan 18. — Jewellers (antiquities, etc.): *Hammer*, Drottning-Gatan 2 A; *Larson*, Gustaf-Adolfs-Torg 14; *Hallberg*, Freds-Gatan 22. — Antiquities also at *Bukowski*, Arsenals-Gatan 2 D. — Gloves: *Alb. Schmidt*, Gustaf-Adolfs-Torg. — Bazaars: *Slöjdföreningen's Museum*, see below; *Jos. Leja*, Regerings-Gatan 5. Swedish fancy work: *Bikupan*, Klara Bergs-Gatan 23.

One of the most interesting commercial institutions of Stockholm is the EXHIBITION OF THE FRIENDS OF MANUAL LABOUR (*Handarbetets Vänners Utställning*, Brunkebergs-Torget 15, second floor; open daily 10-4), a society founded in 1874 for the purpose of encouraging the ancient Swedish practice of domestic weaving and embroidery and of adapting it to the conditions of the present day. Orders are received at the office, and visitors are admitted to a room in which several peasant-women may be seen at work. Prices rather high. — The Swedish Magazine of Industry (*Svenska Industri Magasinet*), Drottning-Gatan 36, is a dépôt for carved woodwork in the ancient Swedish style.

**Baths.** *Nya Kungsholmsbro*-Gatan 16, near Rydberg's Hotel (Turkish and others; Pl. 6; D, 4); *Gamla Norrbron* 5 (Pl. 6; E, 4); *Lilla Badstu*-Gatan 4 (Pl. F, 6). Swimming Bath (Pl. 6; D, 5), at the N. end of the Riddarholm; *Ladies' Baths* (Pl. 6; F, 4), adjoining the Skeppsholms-Bro, at the S E. end.

**Theatres.** *Stora Teatern* (Pl. 40; E, 4; p. 321), admission from 1-4 kr.; closed in summer. — *Dramatiska Teatern* (Pl. 41; F, 3); admission 1/2-3 kr. — *Nya Teatern* (Pl. 42; F, 3); 1/2-2 kr. — *Mindre Teatern* (Pl. E, 3), *Karl XII.'s Torget*, a few paces to the W. of the Grand Hotel; 1/2-1 1/2 kr. — *Ladugårdslands-Teatern* (Pl. 44; F, 2); 1/2-1 1/2 kr. — *Humlegårds-Teatern* (Pl. 43; E, 1), open in summer only. — *Södra* (Pl. 45; F, 6). — In the *Djurgård* (p. 339) are a *Theatre* (Pl. I, 3), '*Alhambra*', and *Circus*, open in summer only.

**Music** in the afternoon and evening at *Hasselbacken* (see above), at *Novilla* in the *Djurgård*, on the *Strömparterre*, at *Blanch's Café* in the *Kungsträdgård* (p. 324), in the *Berzelii Park* (p. 325), and at *Mosebacke* (p. 338).

## Collections, etc.

*National Museum* (p. 329): *Collection of Art and Weapons*, on the 1st and 2nd floor, week-days (Mon. excepted) 11-3, Sun. 1-4 (on Wed., Thurs., & Sat. 50 ö., at other times free); *Egyptian Collection*, Tues. & Frid. 11-3, free; *Historical Museum* (Swedish Antiquities) and *Cabinet of Coins*, on the ground-floor, daily, 12-3 in summer, 12-2 in winter, free. On Monday the Museum is closed to the public, but strangers are admitted for a fee of 1 kr., on application to the door-keeper.

*Natural History Museum* (p. 328), Drottning-Gatan 94, Sun. and Wed. 12-2, free; Sat., same hours, 25 ö. Strangers admitted at other times for fee of 2 kr. Closed in Nov. and Dec.

*Northern Museum* (p. 326) Drottning-Gatan 71, open on Sundays, 1-9, and Mondays, Tuesdays, Thursdays, and Fridays, 11-5, admission 50 ö.; *First Annex*, Drottning-Gatan 45, first floor, same times, fee 25 ö.; *Second Annex*, Drottning-Gatan 79, first and second floors; Wed. and Sat., 11-5, and Sun. 1-3, admission 25 ö. Tickets admitting to all the sections 75 ö. Adm. at other than the stated times, double fee.

*Konstförening* (Art-union; p. 325), entrance at the N. end of the Tridgård-Gatan; daily, except Mondays, 11-3 or 11-4, admission 25 ö.; Sundays and holidays, 1-3, admission 10 ö.

*National Library* (p. 329), week-days, 11-2.

*Agricultural Museum* (p. 325), Mäster-Samuels-Gatan 36 (Pl. C, 3), Wed. and Sat., 12-2.

*Artillery Museum* (p. 325), Wed. 1-3 (10 ö.), on other days on application at the director's office to the left of the iron door.

*Förening för Nordisk Konst*, Hamn-Gatan (Pl. E, 3), daily 11-3 or 11-4; adm. 25 ö., Sun. 10 ö.

*Industrial Exhibition* (*Slöjdföreningens Museum*, p. 325), Brunkebergsg-Torg 15, Sun 1-4, week-days 11-5, adm. 25 ö.

*Collection of Models at the Polytechnic School* (*Slöjdskolan*, p. 325, Pl. 38; D, 3), week-days 8-10 and 3-5, Sun. 2-5.

*Museum of the Caroline Institute* (Pl. B, 4), Handverkare-Gatan 3, a medical collection, daily on application to the 'Vaktmästare'.

*Riddarholms Kyrka* (p. 323), in summer (May-Sept.) Tues. & Thurs., 12-2, 25 ö., Sat. 12-2, free; in the other months, Tues. & Thurs. 12-2, on application to the 'Vaktmästare' at the Royal Palace (Riksmarskalks-Rummen, adjoining the guard-house).

*Riddarhuset* (p. 322), on week-days, on application to the 'Vaktmästare', who is to be found till 3 p.m. in the antechamber on the first floor, to the left. Fee 1/2-1 kr.

*Royal Archives* (p. 324), week-days, 11-2.

*Royal Palace* (p. 319), daily, in the absence of the royal family.

*English Church* (Pl. 21; B, 2), in the Rörstrands-Gata (p. 328).

**Principal Attractions.** *National Museum* (p. 329); *Northern Museum* (p. 326); *Royal Palace* (p. 319); *Riddarholms Kyrka* (p. 323); view from the *Mosebäcke* (p. 338); walks on the *Skeppsholm* (p. 335) and in the *Djurgård* (p. 339); excursions to *Drottningholm* (p. 343), *Gripsholm* (p. 345), and to *Gustavsberg* (p. 348) or *Vaxholm* (p. 347).

*Stockholm*, the capital of the Kingdom of Sweden, and the seat of government and of the supreme courts of law, with 203,000 inhab., in 59° 20' N. lat. and 18° 5' E. long., lies at the influx of *Lake Mälaren* into an arm of the Baltic (*Saltsjön*). It possesses excellent harbours both in the Baltic and Lake Mälaren, which are the scene of busy traffic, except during the four or five months in winter when they are usually frozen over. The situation of the town on islands, on a plain, and on rocky hills, surrounded by water and islands in almost every direction, is exceedingly picturesque. Stockholm has therefore not inaptly been called the 'Venice of the North', and has sometimes been compared with Geneva also; but

no such comparison can convey an adequate idea of the place, which differs in many respects from all others. The most striking peculiarity of the city consists in the fact that it lies in immediate proximity with primæval forests and rocky islands, where to this day there is hardly a trace of cultivation. Various modern improvements have been effected in the Norrmalm, or N. quarter of the town, but in the Södermalm, the Kungsholm, by the Observatory, and in the Skeppsholm and Kastellholm the bare granite rock is frequently seen protruding in the midst of the houses.

**HISTORY.** The most ancient national chronicles mention a settlement which lay on the site of the modern city of Stockholm, but which was very unimportant compared with Sigtuna (p. 352) or with Gamla Upsala (p. 357). — After the place had been repeatedly plundered and destroyed by pirates and hostile tribes (the Esths and Karelians, about the year 1188), *Birger Jarl* in 1255 fortified *Staden*, *Helgeandsholmen*, and *Riddarholmen*, the three islands now occupied by 'the city', protecting them with towers and walls, and constituting them the capital of his dominions. Since that period the history of Sweden, and particularly that of the numerous conflicts between the Swedes and Danes, has centred around Stockholm. It was long before the city extended beyond the limits of these three islands. The increasing population had indeed several times begun to occupy the mainland to the N. and S., but these settlements were as often swept away by the Danish besiegers (Margaret in 1389, Christian I. in 1471, and Christian II. in 1520). At length from the middle of the 16th cent. downwards the citizens were enabled to extend their borders in peace. During the regency in the reign of Christina, the daughter of Gustavus Adolphus, the precincts of the city were extended so as to embrace the N. and S. suburbs, the former of which was erected in accordance with a regular plan. In consequence of various great fires, the old timber-built houses have gradually been replaced with substantial stone edifices. In the 17th cent. the population was 15,000, in 1751 it had increased to 55,700, in 1800 to 75,500, in 1850 to 93,000, and in 1870 to 136,000, while on 31st Dec. 1882 the number was found to be 174,706.

Stockholm consists of the following quarters: —

1. *Staden*, 'the city', the oldest part of the town, situated on an island at the mouth of Lake Mälaren and on the two smaller adjacent islands *Riddarholmen* and *Helgeandsholmen*. It contains the Royal Palace, and is now the headquarters of the shipping and wholesale trade.

2. *Norrmalmen*, or the N. quarter, with the island of *Blasieholmen*, which is now connected with the mainland, the handsomest part of the town, containing all the principal hotels, the railway-station, and the best shops, and consisting of substantial, regularly-built streets.

3. *Ladugårdslandet*, a quarter adjoining the Norrmalm on the E., the distinctive feature of which formerly consisted of its barracks. It now also contains numerous handsome private houses.

4. *Kungsholmen*, an island adjoining the Norrmalm on the S.W., the site of several hospitals and manufactories.

5. *Södermalmen*, or the S. quarter, which is the most extensive in point of area, but the least interesting part of the city.

6. *Saltsjö-Öarne*, or the Baltic islands of *Skeppsholmen* and *Kastellholmen*, containing naval and military establishments, and

lastly *Djurgårds-Staden*, or the park suburb, with the adjoining *Beckholmen*.

All these quarters are connected by means of BRIDGES, by far the most important of which are the *Norrbro* (Pl. E, 4; see below) and the new *Vasabro* (Pl. D, 4), completed in 1878, connecting the Norrmalm with Staden, and *Slussen* (Pl. E, 6; p. 337), or the 'Sluice Bridge', connecting Staden with the Södermalm.

#### STADEN AND RIDDARHOLMEN.

The most interesting survey of the singularly picturesque site of Stockholm and of its busy harbour-traffic is afforded by the \**Norrbro* (Pl. E, 4), a handsome bridge of seven arches completed in 1797, spanning the short river which forms the principal efflux of Lake Mälaren, and connecting the Norrmalm and Staden. It is constructed of granite, and is 125 yds. long and 20 yds. wide. Part of it stands on the N.E. side of the small *Helgeandsholm*, where, flanking the S.W. side of the bridge, there are a number of shops, the old buildings behind which are to be removed to make way for a new park. On the opposite (N.E.) side of the bridge is the \**Strömparterre* (café, see p. 314; steamboats to the Djurgård every  $\frac{1}{4}$  hr.), to which two handsome flights of steps descend.

'Hur präktigt speglar ej den strömmen af  
Torn, hjältestoder, slott og sångartempel,  
Och aftonrodnan öfver Riddarholmen,  
Der Sveriges ära sofver under marmor!'

(TEGNÉR).

(How magnificently do the tower, heroes' statues, palace, and temple of the Muses reflect themselves in the stream, and the evening red over the Riddarholm, where Sweden's honour sleeps beneath marble.)

From the S.E. end of the bridge a broad and massive quay, constructed of granite like all the others at Stockholm, extends to the E. and S., along the E. side of Staden. This is *SKEPPSBRON*, the landing-place of most of the large sea-going steamers, as well as of numerous local steam-launches. Approaching Staden from the N., we observe on the right the *Mynt-Torg* and the old *Mint*, a building with a façade of four columns, now occupied by public offices. The *Mynt-Gata* leads thence to the *Riddarhus-Torg* (p. 322).

On a rocky height at the S.E. end of the *Norrbro* rises the \**Royal Palace* (Pl. E, 4), begun on the site of an earlier edifice by *Nicodemus Tessin*, a Swedish architect, in 1697, in the Italian Renaissance style. The work was interrupted by the wars in which Charles XII. was engaged, but was at length completed by Count *Carl Gust. Tessin*, *Härlemann*, and *Cronstedt* in 1753. This massive edifice, consisting of a ground-floor, an entresol, and two upper stories, with a flat roof, forms a rectangle 135 yds. in length and 127 yds. in width, and encloses a court which is nearly square in shape. The N. and S. façades are adjoined by four lower wings, extending to the E. and W., so that the N. façade is double the length of the central building. The N.W. portal, facing the bridge,

is approached by a handsome carriage-drive, constructed in 1824-34, and called *Lejonbacken* from the bronze lions, cast in 1704, with which it is adorned. On the S.W. side of the palace are two detached buildings forming a small semicircular outer court, one of them being the chief *Guard House*. On the N.E. side, between the projecting wings, is a small garden called *Logården* or 'lynx-yard', which is said to derive its name from a small menagerie once kept here. It affords a fine view of the harbour, and communicates with Skeppsbron by means of a flight of steps, but is not open to the public. The central quadrangle on the other hand, with the N.W., S.W., and S.E. portals, is always accessible.

The private apartments are shown daily in summer, during the absence of the royal family, while the public rooms (*Festivitets-Våningen*) may be visited at any time. The rooms on each floor are shown by a different attendant (*vaktmästare*; fee 1-2 kr.).

The PRINCIPAL ENTRANCE is on the S.W. side, adjacent to the Guard House. Passing the sentinel posted here, we turn to the left in the gateway and ascend a handsome staircase leading to the SECOND FLOOR. Here, on the right, are the sumptuous state apartments known as the *Festivitets-Våning*, once occupied by Charles XIV. John. Passing through the *Life Guard Saloon*, embellished with arms, the *Concert Room*, and the *Audience Room*, with ceiling paintings illustrative of the history of Alexander the Great by *Jacques Fouquet* (1700) and some old tapestry, we enter the *Red Saloon*, embellished with allegorical ceiling-paintings by Fouquet with reference to the youth of Charles XII., several busts in marble, and a valuable silver candelabrum of the time of Charles X. — Farther on we come to the *Grand Gallery*, 52 yds. long and 7½ yds. wide, richly decorated with stucco, marble, and gilding. The handsome doors carved in oak by *Henrion* in 1696-99, were designed by Fouquet. Ceiling-paintings also by Fouquet, those in the side cabinets being illustrative of war and peace. This apartment and the following contain a number of sculptures in marble by *Fogelberg*, *Byström*, *Molin*, and others. — The *Great Banqueting Saloon*, known as *Hvita Hafvet* ('the white sea'), a name derived from its white stuccoed walls, 45 yds. long and 38 yds. wide, was formed in 1845 of two rooms originally separate. The ceiling-paintings are by Italian painters of the first half of the 18th century. — The *Blue* and the *Red Cabinet*, and the *Bedroom* in which King Charles John died, are also shown.

The FIRST FLOOR of the same wing (on the right of the visitor ascending the staircase) contains the *Privy Council Rooms*, the *Seraphim Saloon* (for the knights of the Seraphim Order, the highest in Sweden, which is said to have been founded in 1276-90, and was reconstituted in 1748 and 1814), and the *Riks-Sal* or Imperial Hall, where the ceremony of opening the representative Chambers takes place. — On the left (of those ascending the staircase) are the *King's Apartments*, adjoined by the *Queen's Apartments*. The latter, in the N.E. wing, are entered from the passage leading to the *Logård* (see above). These apartments contain numerous portraits of members of the royal family, sculptures by Swedish masters, pictures by Scandinavian artists, magnificent gifts presented by foreign sovereigns, and other objects of value; but a visit to them will hardly repay a traveller whose time is limited. — The S.E. wing contains the *Palace Chapel* (service on Sundays at 11 o'clock).

The royal LIFRUSTKAMMAREN, with articles of dress and other memorials of Swedish kings (Gustavus Adolphus, Charles XII., Gustavus III. &c.), formerly in the National Museum, are to be removed to the north-east wing of the palace.

The S.E. façade of the Palace, embellished with a colonnade,

looks towards the *Slottsbacke*, or Palace Hill (Pl. E, 4), a handsome *plats* descending to the Skeppsbro. The Slottbacke is adorned with an *Obelisk*, 100 ft. in height, erected in 1799 by Gustavus IV. in memory of the loyalty of the citizens of Stockholm during the war against Russia in 1788-90, while the attitude of the nobility was hostile to their sovereign (p. lxviii). At the foot of the Slottbacke, on the Skeppsbro, rises the finely executed \***Monument of Gustavus III.** (Pl. E, 4), by *J. T. Sergel*, a Swedish sculptor, erected in 1808 by public subscription in honour of that chivalric monarch. The rudder on which the statue of the King leans is an allusion to his naval victories. This point commands a fine view of the harbour and the Skeppsholm.

The *Governor's House* (*Öfverståthållare-Huset*; Pl. 30; E, 5), on the S.E. side of the Slottbacke, which possesses a handsome though small court, was erected by the distinguished architect Nicod. Tessin (p. 319), to whom it originally belonged.

At the S.W. end of the Slottbacke rises the **Storkyrka** (*Great Church*; Pl. 27; E, 5), which, according to the inscription, was founded by Birger Jarl in 1264, and entirely rebuilt in 1726-43. The unpleasing tower is 184 ft. in height. In the interior, which consists of a nave with double aisles, is a valuable altar-piece in silver, ivory, and ebony, embellished with 18 scenes from the Passion (beginning of 17th cent.). An interesting candelabrum with seven branches, of the 14th cent., presented by King Magnus Smek, two huge pictures ('The Last Judgment' and 'The Descent from the Cross') by *Ehrenstrahl* (d. 1698), ancient tombstones, and the rich treasury of silver vessels are also objects of interest. (The *Klockare* or sacristan lives at Svartman-Gatan 22; fee 1/2-1 kr.)

A short street leads from the Slottbacke to the S. to the **Stor-Torg** (*Great Market*; Pl. E, 5), the central and highest point of the old town, on the N.W. side of which rises the *Exchange* (Pl. 12), where business begins at 1. 30 p.m. daily. In this market-place several tragic scenes have been enacted. In 1280 Magnus Ladulås caused three members of his own family to be executed. In 1437 Erik Puke, and in 1605 the royal counsellor Bjelke were also beheaded here. The saddest event in the annals of the city, known as the Stockholm Blood Bath, took place in the Stor-Torg on 10th and 11th November, 1520, when Christian II. of Denmark caused a great number of his opponents to be executed here with a view to consolidate his power in Sweden, but with the result that the Danes were soon afterwards expelled from the country.

Numerous steep lanes, called *Brinkar* and *Gränder*, intersected by transverse streets, descend from the Stor-Torg to the Skeppsbro to the E., and to the *Stora Nygata* to the W., forming the headquarters of the humbler class of tradesmen, whose Swedish characteristics will interest many travellers.

In the Svartman-Gata, to the S.E. of the Stor-Torg, rises the

*Tyska Kyrka* or German Church (Pl. 28; E, 5), erected in 1636-42 on the site of an earlier edifice, but severely damaged by a fire in Oct. 1878, on which occasion the tower with its set of chimes resembling those in Holland was burned down. A handsome new tower is now being erected. The pulpit and the altar were presented by German merchants in the 17th century.

We now descend to the S.W. to the *Stora Nygata*, which leads to the N.W. to the Riddarhus-Torg. At the S.E. end of the Nygata lies the *Kornhamns-Torg* ('corn-harbour market'; Pl. E, 5), where we may turn to the left to Slussen, leading to the Södermalm, or to the right to the *Mälar-Torg* and the *Kött-Torg* ('meat-market'; Pl. E, 5), which is intersected by the railway. These quays command fine views of the picturesque hills of the Södermalm. To the N. of the Kött-Torg we next reach the *Munkbro* (Pl. D, 5), the busiest scene of the market-traffic of Stockholm, and the landing-place of many of the smaller Mälaren steamers. No. 2 in the Lilla Nygata, which diverges from the Munkbro to the S.E., is the *Petersenskahus*, once the property of Queen Christina, and recently restored.

The RIDDARHUS-TORG (Pl. D, 5), bounded on the N.W. side by the Riddarhus and the Town Hall, is adorned with a **Statue of Gustavus Vasa**, designed by *L'Archevêque*, and erected in 1773 by the Swedish nobility on the 250th anniversary of the day when the king entered Stockholm and delivered his country from the Danish yoke. On 13th July, 1756, Count Brahe, Barons Horn and Wrangel, and others were brought to the scaffold here for the crime of conspiring to undermine the constitution. On 10th June, 1810, Marshal Axel v. Fersen fell a victim here to the fury of the populace, who were seriously alarmed by the sudden death of the crown-prince, and believed that he had been poisoned by the marshal.

The **Riddarhus** (*Knights' House*; Pl. 35; D, 5), a brick structure, erected in 1648-70 from designs by *Simon de la Vallée*, is adorned with Latin inscriptions and allegorical figures on the façade. On the first floor is a large room embellished with the armorial bearings of all the Swedish nobles, and with ceiling-paintings by *Ehrenstrahl*, where the Upper Chamber held its meetings down to 1866. A room on the ground-floor contains portraits of all the marshals of Sweden from 1627 to 1809, who have been presidents of the Upper Chamber, with the exception of General *Levenhaupt*, who was blamed by the nobility for their want of success in the war against Finland in 1740-43, and beheaded in 1743. Admission, see p. 317.

Adjoining the Riddarhus, on the opposite side of the Riddarhus-Gränd which leads to the N.W. to the Vasa Bridge, rises the **Town Hall** (*Rådhuset*; Pl. 34; D, 5), once the palace of Count Bonde, the royal treasurer, and converted to its present use in 1731. The large Council Chamber contains several antiquities connected with the history of the town. (Apply to the '*vaktmästare*.')

From the Riddarhus-Torg a bridge leads to the S.W. to the RIDDARHOLM (Pl. D, 5), on which rises the \***Riddarholms-Kyrka** (Pl. 25), with its conspicuous perforated spire of cast iron, 290 ft. in height. It was formerly a church of the Franciscans, and has for centuries been the burial-place of the kings and most celebrated natives of Sweden. The building is in the Gothic style, but has been disfigured by Renaissance additions and alterations. Divine worship has not been performed here since 1807, except on the occasion of royal funerals. The principal entrance is at the W. end. (Admission, see p. 317.)

The walls of the church are embellished with the armorial bearings of the deceased knights of the *Seraphim Order* (p. 319), and the pavement is formed of tombstones. Flanking the high altar are the *Monuments of Kings Magnus Ladulås* (d. 1320) and *Charles VIII.* (d. 1470), erected during the reign of John III. in the 16th century. On the right (S.) is the *Burial Chapel of Gustavus Adolphus (Gustavianska Grafkoret)*, constructed in 1633 in accordance with instructions given by the king in 1629 before his departure for Germany. Since 1832, the 200th anniversary of the famous monarch's death (at the battle of Lützen, 6th Nov. 1632), his remains have reposed in a green marble sarcophagus, executed in Italy by order of Gustavus III. for the reception of the body of his father Adolphus Frederick, but unused till 1832, when the remains of Gustavus Adolphus were transferred to it by Charles XIV. John. It bears the simple inscription: *Gustavus Adolphus Magnus*. Between the windows of the chapel are placed German, Russian, and other flags as trophies of the king's victories. In the vault below are interred *Maria Eleonora of Brandenburg* (d. 1655), the queen of Gustavus Adolphus; kings *Adolphus Frederick* (d. 1711), *Gustavus III.* (d. 1792), and *Charles XIII.* (d. 1818), with their queens, and other members of the Holstein-Gottorp family. — On the opposite (N.) side of the church is the *Caroline Chapel (Karolinska Grafkoret)*, constructed in 1686-1743. It contains the sarcophagus of *Charles XII.* (d. 1718), in black marble, on which is placed a lion's skin in brass, with a crown, sceptre, and sword. To the right is the marble sarcophagus of *Frederick I.* (d. 1751), and on the left reposes his queen *Ulrica Eleonora* (d. 1742), sister of Charles XII. Between the windows are trophies formed of captured Polish, Danish, and Russian flags. In the vault below are interred *Charles X. Gustavus* (d. 1660), *Charles XI.* (d. 1697), and their queens, and several princes of the Vasa family. — Adjoining the Chapel of Gustavus, on the S. side of the choir, is the *Bernadotte Chapel (Bernadotteska Grafkoret)*, designed by Prof. Scholander, and constructed in 1858-60. A massive sarcophagus of porphyry here contains the remains of *Charles XIV. John (Bernadotte)*, (d. 1844). The vault below contains the coffin of his queen *Desideria* (d. 1860), and those of *Oscar I.* (d. 1859) and *Charles XV.* (d. 1872), the queen of the latter, and several members of the royal family.

In the aisles of the church are the burial-vaults of *Count Levenhaupt*, adorned with numerous Russian flags; *Counts Wachtmeister & v. Fersen*, also with Russian flags; *Count Torstensson*, with a marble bust of *Marshal Lennart Torstensson* (d. 1651), with numerous German and other flags; *Count Vasaborg*, with German flags; *Marshal Banér* (in the centre of the S. aisle, visible through a pointed doorway), with the armour of the marshal (d. at Halberstadt, 1641) and many German flags; and lastly the *Stryks Family*, with Russian, Polish, German, Danish, Saxon, and other flags.

On the Riddarholm are also situated the *Riksdagshus* or Assembly Hall of the Chambers (Pl. 36; D, 5), originally erected in 1794, but almost entirely rebuilt in 1866, occupying the site of the old Franciscan monastery; the *Svea Hofrätt* (Pl. 18; D, 5), which

was occupied by the royal family in 1677-1754, previously to the completion of the palace; the *Riks-Arkiv* (Pl. 5; D, 5; adm. p. 317), and other public buildings.

In the centre of the island is the *BIRGER-JARLS-TORG*, embellished with a \***Statue of Birger Jarl** in bronze, which was designed by *Fogelberg*, and erected by public subscription in 1854. — The *Railway Bridge* (toll 2 ö.; p. 293), crossing from the *Rid-darholm* to the mainland to the N.W., has a foot-way on the N.E. side, from which a path descends to the *Strömsborg* (Pl. D, 4), a small island containing a restaurant, and to the new *Town Baths*.

#### THE NORTHERN QUARTERS OF THE TOWN.

At the N. end of the *Norrbro* lies the *GUSTAF-ADOLFS-TORG* (Pl. E, 4), in the centre of which rises a lofty pedestal of Swedish granite and marble, bearing an equestrian **Statue of Gustavus Adolphus**, in bronze, designed by *L'Archevêque* in 1777, but not erected till 1796. The pedestal is adorned with bronze reliefs of the Swedish generals *Torstensson*, *Wrangel*, *Banér*, and *Königsmarck*. On 6th Nov., the anniversary of the celebrated king's death, crowds of Stockholmers assemble round the monument, singing hymns and particularly the lines composed by Gustavus himself before the battle of *Lützen* ('*Förfäras ej du lilla hop*'; i. e. 'fear not, little band').

On the W. side of the market-place rises the *Palace of the Crown Prince* (Pl. 31; D, 4), erected in 1783-93, and now for the most part unoccupied. The principal building on the N. side is the *Hotel Rydberg*; and on the E. side is the **Stora Teater** (Pl. 10; E, 4; p. 316), designed by *Adlercrantz*, and erected by Gustavus III. in 1775-82, who dedicated it to the 'National Poetry' (*Patriis Musis*) of which he was an ardent admirer and patron. Among the visitors to the court of Gustavus were *Kellgren*, *Lidner*, *Leopold*, and *Bellman*, the chief founders of Swedish literature. It was in this theatre, at a masked ball on 16th-17th March 1792, that Gustavus III. was assassinated by Capt. *Ankarström*.

Immediately to the N. of the Theatre is the *Jacobs-Kyrka* (Pl. 23), where Marshal *Horn* is interred (d. 1659), adjoining which on the E. is the *KUNGSTRÄDGÅRD* ('King's Garden'; Pl. E, 3), adorned with statues of two Swedish monarchs, and embellished with avenues and flower-beds. At the end of the promenades next to the quay rises the \***Statue of Charles XII.**, by *Molin*, surrounded with four mortars captured by that king, after which this part of the quay is called *Carl XII's Torg*. (Steamers to *Alkärret*, see p. 316.)

The \***Fountain** in the centre of the grounds, also by *Molin*, is embellished with handsome bronze statues of northern river and marine gods. — Nearly opposite the fountain, on the E. side of the grounds, rises the *Dramatiska Teater* (Pl. 41; p. 316), erected in 1842.

A little to the N. of the fountain rises the **Statue of Charles XIII.**, the least popular of all the kings of Sweden, erected by Charles XIV. John to the memory of his adoptive father. It was designed by *Prof. Göthe* and cast at Paris. The handsome lions at the foot of the monument are by *Fogelberg*. — To the N.W. of the statue, and adjoining the Hamn-Gata, is the building of the \**Konstförening* (Pl. 19; E, 3), with *Blanch's Café* (p. 314) on the ground-floor. The entrance to the picture-gallery of the *Konstförening*, which deserves a visit (see p. 317), is on the W. side of the building, in the Trädgårds-Gata. The collection consists of modern works by many of the most eminent Swedish artists, some of which are the property of members, while others are for sale.

A little to the E. of the Kungsträdgård, and adjoining the Hamn-Gata and the Nybro, is the shady **BERZELII PARK** (Pl. E, 3), named after a *Statue of Berzelius* (d. 1848), the chemist, by *Quarnström*. Adjacent is *Bern's Salong*, a favourite café, where a band plays in the evening (p. 314). In the *Artilleri-Gård* here (Pl. F. 2) is a well-arranged museum of artillery and small arms (admission, see p. 317). To the N.E. is situated the *Ladugårds-land* quarter of the city. To the S. of the Berzelii Park is the Varendorf-Gata with the new \**Synagogue* (Pl. 39; E, 3), designed by Prof. Scholander and erected in 1870.

On the **BLASIEHOLMS-HAMN**, at the S. end of the Kungsträdgård (Pl. E, F, 4), are situated the *Grand Hotel* (p. 312), the *National Museum* (see p. 328), and several handsome new private buildings.

From the Gustaf-Adolfs-Torg (p. 324) diverge several of the most important streets in Stockholm, containing the best shops. To the W. runs the busy *Fredsgata*, at the end of which, on the right, is the *Academie för de fria Konsterna* (Pl. 1; D, 4), founded in 1735 for the education of painters and sculptors. Near it is the *Post Office* (Pl. 33; D, 4).

♣ To the N.W. of the Fredsgata runs the long and well-built *Drottning-Gata*, nearly parallel with which is the important *Regerings-Gata*, diverging from the Gustaf-Adolfs-Torg. Between these streets lies the *Brunkebergs-Torg* (Pl. D, 3), which occupies the site of a considerable sand-hill, removed to make way for this market-place. At the S.E. corner is the *Kung Karl Hotel* (p. 312), and at No. 15 is the *Slöjdföreningens-Museum* ('mechanical union'; adm., see p. 317). In the Beridarebans-Gata, a little to the N.W. of the Brunkebergs-Torg, is the *Central Gymnastic Institution* (Pl. 17; D, 3), established in 1813 through the influence of *P. H. Ling* (d. 1839). In the Mäster-Samuels-Gata, a few paces to the N.W., are the handsome *Slöjdskola* (Pl. 38; D, 3), or *Mechanical School*, containing a library and collection of models (adm., see p. 317), and the *Landtbruks-Academiens Museum*, or *Agricultural Museum* (adm., see p. 317). On the opposite side of the street, at the

corner of the Beridarebans-Gata, is the *Landtbruks-Academiens Bibliotek* (Pl. 2; library open Wed. and Sat., 12-2).

Between the Drottning-Gata and the Railway Station is situated the **Clara-Kyrka** (Pl. D, 3), erected in 1751-53 after the destruction by fire of an earlier church founded in 1285. It contains sculptures by *Sergel*. ('Klockare', Klara Vestra Kyrkogatan 14 A.) In the adjoining churchyard the poet *Bellman* (d. 1785; p. 339) lies buried.

In the Drottning-Gata (No. 71, A, C), about 7 min. to the N.W. of the Clara-Kyrka, is situated the \***Northern Museum** (Pl. 13; C, 2), a very interesting collection of Scandinavian curiosities, founded by *Dr. Arthur Hazelius* in 1873 and continually added to since. The '*First Annex*', containing the Norwegian department, is at No. 45, about 150 yds. farther down the street on the same side, and the '*Second Annex*' is at No. 79, a few doors above No. 71. The entrance to the principal collection is in the S. pavilion, No. 71 A. The attendants are women in the picturesque costumes of Darlecarlia. (Admission, see p. 317.)

I. Room (to the right of the entrance). Prehistoric articles.

II. Room (to the left). Peasant girl from the district of *Blekinge*; \*Interior of a house in the district of Ingelstad in the province of *Skåne*, with figures in the costume of the end of last century; kitchen from *Halland*, first half of this century; Peasant's room from Vingåker in *Södermanland*, 1820, with the figure of a girl receiving presents on the day of the third proclamation of her banns of marriage; reaper from Herrestad in *Skåne*. On the opposite side of the room are glass cases containing tools and various utensils from *Skåne* and *Blekinge*, bridal trinkets, gloves, head-dresses, etc. chiefly of the 17th and 18th centuries.

III. Room. On the right is a glass press containing tankards, drinking cups, and other utensils from *Östergötland*. In the centre is a stand with 30 movable frames containing views and figures in curious and picturesque costumes. On the walls are primitive horse-collars, a Runic staff, tools, etc., chiefly from *Västergötland* and *Östergötland*.

IV. Room. Articles from *Småland*: bridal trinkets, including several of the silver spoons which brides wore suspended by chains, and afterwards used by the bride and bridegroom at table. In a case by the window badges, worn by the female peasantry of Varend in memory of the bravery shown by the women of that district in fighting against the invading Danes.

V. Room. Articles from *Gotland*, *Småland*, *Halland*, *Bohuslän*, &c., including 'Bonader' or hangings used to adorn the walls at Christmas.

VI. Room. Articles from *Skåne*; group from the Hårad of Vemmenhog; ancient looms and woven stuffs; silver ornaments, including 'Ellakors' or crosses worn as charms against the fairies.

We next visit the **North Pavilion**, on the other side of the Garden. Entrance, Drottning-Gatan, 71, C.

I. Room (to the right of the entrance). Objects from *Finland*, with the figure of a 'Kantele' (Finnish guitar) player.

II. Room (on the left). Articles of dress and utensils used by Swedish settlers in *Livonia* and *Esthonia*; carved wood from N. Germany.

III. Room. Glass-presses with girls' caps, head-dresses, trinkets, gloves, etc., from *Denmark* and *Schleswig*; woven stuffs and pottery from *Copenhagen* and *Holland* &c. The 30 rotatory frames of the stand in the centre contain figures in German, Esthonian, and Danish costumes.

IV. Room. On the right, a sledge said to have been once used by Charles XII. during his last campaign against Norway. Wooden beer tankards, harness, &c. Groups of figures in Helsingland and Lapp costumes.

In glass cases by the window are weapons, tools, Runic staves, feminine ornaments from *Gestríkland* and *Helsingland*; objects from *Herjedalen* (specimen of Nöðbröd or Fläðbröd, partly made of bark), *Semtland*, *Ångermanland*, *Medelpark*, *Vesterbotten*, and *Lappland*. Among the last are 'Seitar' or curiously shaped blocks of granite, worshipped by the Lapps; and magicians' drums. Objects from *Greenland*.

V. Room. Costumes, etc., from N. Sweden and Greenland. A large collection of historical objects.

VI. Room. Looms, chests, and boxes.

We next visit the 'First Annex', containing the Norwegian department. Entrance, Drottning-Gatan 45. (Admission, see p. 316.)

I. (ENTRANCE) ROOM. Old wood-carving.

II. ROOM. On the right numerous '*rulleffjör*' (pieces of wood used for mangling linen by hand), some of them elaborately carved and painted; horse-collars; ornamental sledges; curious carved cabinet of 1647 between the windows, with scenes from the creation, fall, and redemption of man; small cabinet carved in oak, 1650; carved bedstead, 1667. In the centre a stand with revolving frames containing Norwegian views and figures in national costume; and figures of a girl from *Thelemarken* and of a Norwegian student, with his distinguishing cap and tassel.

III. ROOM (to the left of the 2nd). Figure of a Lapp woman from *Finmarken*. Glass press containing wooden tankards, carved and painted.

IV. ROOM. On the left, cases with embroidery, trinkets, belts, etc.; then a rudely carved and painted bedstead; another glass case contains handsome old belts from the *Setersdal*. Powder-horns of the 16th-18th centuries, iron tools, knives, snuff-boxes, old halberds, spears, and other weapons. Group of figures in the costume of *Thelemarken*.

V. ROOM. On the walls and in the glass press are numerous wooden ale-bowls, painted and carved, some of them very large, the finest being in the press. In the glass case to the left of the press, staves used for smoothing linen, etc. Glass case to the right: carved boxes, '*Tejer*' (a kind of basket or sieve used for separating cheese from the whey), and two '*Budsikker*' (wooden cases for official messages, which the peasantry of each district were bound to carry to a certain point, where they were planted in the earth to await their conveyance through the next district). In the glass-cases by the windows, wooden spoons and butter-moulds, some of them tastefully carved; ale-goblets in the shape of geese and other birds, etc., chiefly of the 18th cent.; then a number of '*Eiskilskoppe*' (a kind of goblet) and '*Koks*' (small vessels with handles). To the left of the windows is a '*Kubbestol*' (chair formed of a *Kubbe* or trunk of a tree), with a number of human teeth driven into it in accordance with a superstitious practice of thus disposing of decayed teeth for the purpose of warding off toothache in future. A glass case adjacent exhibits a fine collection of silver trinkets. Group from *Nunedalen*.

VI. ROOM. Objects from *Iceland*.

The 'Second Annex', containing a large and very miscellaneous collection, occupies the first and second floors of Nos. 77 and 79 Drottning-Gatan. (Admission by No. 79, see p. 317.)

FIRST FLOOR. Rooms I-V. Objects formerly belonging to the ancient guilds, including master-pieces from various handicrafts, guild-stamps, safes, mugs and tankards. Druggist's apparatus.

Room VI. This room contains Prof. *And. Berch's* (of Upsala; d. 1774) 'Theatrum œconomico-mechanicum', an interesting collection of models and similar articles for object-teaching. Specimens of Swedish writing and printing, book-binding &c.

We now return to the first room in order to reach the other rooms on this floor, which contain objects illustrating the life of the higher ranks.

Room VII. (*Vestibule*). Ornaments in stone, chiefly from ancient houses in Stockholm.

Rooms VIII-IX. Cast and wrought articles in bronze, brass and tin.

Room X. Articles in wrought iron, including a church-door from Sweden, with mountings of the 13th or 14th cent.

*Room XI.* Stoneware, pottery, porcelain, and glass (including much Rhenish ware), collected from Norwegian and Swedish farm-houses.

*Room XII.* Earthenware.

A few steps lead down into No. 77 Drottning-Gatan, which contains chiefly wooden articles.

*Room XIII.* Mediæval furniture and carved wood; wooden baptismal basin of the 13th cent., carvings from the Edda; Norwegian church doors.

*Rooms XIV-XIX.* Furniture of various styles: Renaissance, Rococo, style of Louis XVI (known in Sweden as the Gustavian style), and in the style of the empire.

*Room XX.* Kitchen utensils; looms, &c.

*Room XXI.* Sun-dials and sand-glasses; Runic staves, ancient Swedish copper money, and a 'Frax' or leathern sack to carry it on journeys.

*Rooms XXII-XXIII.* Ecclesiastical objects; pictures; a pulpit from Ronneby; a chest from Småland, with iron-mountings representing the legend of St. Hubert.

SECOND FLOOR. — *Room I.* Sedan chairs, perambulator used by Charles XV. when a child, harness, saddles &c.

*Room II.* Embroidery, lace, children's dresses, dolls.

*Room III.* Rich costumes of the 17th and 18th cent.; 'Brudstubb' (bridal petticoat) of 1700, and Gustavus III's Swedish national costume. Two pictures representing the cursor and the janitor of Upsala University.

*Room IV.* Patents of nobility, orders, lottery-'tombola'.

*Room V.* Musical instruments.

*Rooms VI and VII.* Uniforms and arms of the 15th-18th cent. Portrait figure of Charles XII.

*Room VIII.* Equipments of a wolf-hunter in former days.

*Room IX.* Ancient apparatus for capital punishment.

*Room X.* Fire-extinguishing apparatus, and objects connected with the postal and customs services.

*Rooms XI-XIII.* Portraits and relics of Swedish and Danish kings and celebrated men (*Linnaeus, Berzelius, Tegnér, Thorvaldsen, Höckert*, &c.).

THIRD FLOOR. *Rooms I-III.* Objects from *Dalecarlia*. In I. a 'by-kladd' (parish register), or staff inscribed with the names of 100 land-owners in the village of Färnäs and its public accounts down to 1857. Cowherd's horns and other rude instruments. In II. Runic Calendar. Room from Rättvik in Dalecarlia, with a group representing 'the little girl's last resting-place' after the picture by Amalia Lindegren. In III. Groups of peasants from Mora and Orsa; locks, arms, birch-bark cradles, in which infants were carried to be baptized.

*Room IV.* Costumes from Dalecarlia. Domestic objects.

*Room V.* In the window a 'julbock' in straw (used as a plaything at 'Yule'). In the centre a stand with 30 revolving frames with views and costumes. A collection of costumes, etc.; also several 'väggslö-bråder', drilled with holes ('bugtraps'). Runic staves from Uppland.

*Rooms VI and VII.* Objects from *Västmanland, Södermanland* (figures of two girls from Österaker) and *Nerike*.

*Room VIII.* Objects from *Värmland*, shoes, trinkets, birch-bark household utensils (partly from Finnish settlements), Nödbröd (see above). Costumes from different parishes.

Just beyond the last-named collection the Rörstrands-Gata diverges to the S.W., in which is situated the tasteful Gothic *English Church* (Pl. 21; B, 2).

On the right in the Drottning-Gata, nearly opposite the Rörstrands-Gata, is the **Academy of Science** (*Vetenskaps-Academi*; Pl. 4; C, 1), founded by Swedish savants in 1739, and endowed by government in 1741. The first director was *Karl v. Linné* (*Linnaeus*; 1707-78), the celebrated botanist. The academy now numbers 175 members, of whom 75 are foreigners. The building

also contains the valuable \**Natural History Collection*, the property of the state, comprising numerous specimens of the northern fauna, minerals, etc. (adm., see p. 317).

A few paces to the E. of the Academy of Science rises the **Adolf-Fredriks-Kyrka** (Pl. C, 1, 2), designed by *Adlercrantz*, erected in 1768-74, and containing an altar-piece (the Resurrection) in plaster, by *Sergel*. There is also a monument here to *Descartes* (d. at Stockholm, 1650), the famous French mathematician and philosopher, whose remains were removed to Paris in 1661.

In the Drottning-Gata, on the left, a little beyond the Academy of Science, is the handsome *Technological Institute* (Pl. 46; B, 1), designed by Prof. Scholander, and erected in 1863, adjoining which is the *Bergskola* or School of Mining. The library and collections of these establishments are open to the public on Mondays and Thursdays, 12-2 o'clock.

On a height at the end of the Drottning-Gata rises the **Observatory** (Pl. B, 1), erected in 1748-52, commanding a fine view of the city ('vaktmästare' 25 ö.).

About 7 min. walk to the E. of the Adolf-Fredriks-Kyrka, and the same distance to the N. of the Berzelii Park (p. 325), is situated the **Humlegård** (Pl. E, 1), a park laid out in the 17th cent., with fine old avenues, and, as its name imports, occupying the site of an old 'hop-garden'. Near the S. side of this park rises the **Riks-Bibliotek** or *National Library* (Pl. 11), designed by *Dahl*, and erected in 1870-76, containing upwards of 200,000 printed books and 8000 MSS. (admission, see p. 317). Among its treasures may be mentioned the *gigas librorum*, being a collection of 300 large charters and deeds on parchment, dating from the 9th-13th centuries; and a Latin Bible with notes made by Luther in 1529; both taken by the Swedes during the Thirty Years' War, the former from Prague, the latter from Wittenberg. — Behind the museum, in the middle of the Humlegård, there was erected in 1885 an imposing **Monument to Charles v. Linnæus**, consisting of a colossal figure of the great botanist, surrounded by allegorical statues of Zoology, Medicine, and Agriculture, cast in bronze after models by *Frithiof Kjellberg*.

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#### THE NATIONAL MUSEUM.

At the S. end of the Blasieholm (p. 325) rises the \***National Museum** (Pl. F, 4), designed by *Stüler* of Berlin, and erected in 1850-65, a handsome edifice in the Renaissance style, with round-arched Venetian windows, and a portal of greenish Swedish marble. Over the portal are placed medallion-reliefs of six famous Swedish scholars and artists: *Fogelberg*, the sculptor; *Ehrenstrahl*, the painter; *Linnæus*, the botanist; *Tegnér*, the poet; *Wallin*, the Orientalist; and *Berzelius*, the chemist; and statues of *Tessin*,

the architect, and Sergel, the sculptor. The museum comprises the following collections: on the Ground Floor the *Historical Museum* and the *Cabinet of Coins*; on the First Floor the *Art-Industrial Collections* and antique and modern *Sculptures*, on the Second Floor the *Picture Gallery* and the *Drawings and Engravings*. Admission, see p. 315; catalogues in the different departments, and at the entrance.

On entering the handsome vestibule, where sticks and umbrellas are given up on the left (2 ö. each), we observe three colossal statues of northern deities in marble by *Fogelberg*: below, on the right, is Odin, on the left Thor, and above them Baldur. Opposite the entrance a few steps descend to the —

GROUND FLOOR, which contains the admirably arranged —

**\*\*Historical Museum, or Museum of Swedish Antiquities**, an interesting collection of great value, founded in the 17th cent., and recently much extended by the efforts of *Hr. B. E. Hildebrand*. It now consists of all kinds of objects for domestic, agricultural, and ornamental uses, weapons, implements, etc., from the prehistoric period of Swedish culture down to the present time.

A glass-door leads into the VESTIBULE, where a copy of the excellent *Catalogue* by *O. Montelius* may be purchased (1½ kr.). The numbers in the catalogue are now, however, different from those on the objects themselves. The black figures on white ground indicate the order in which the latter may be conveniently inspected.

**ROOMS I. & II. OBJECTS OF THE FLINT PERIOD**, a prehistoric era when the use of metal was unknown, and when the primitive implements of the chase and others were made of flint, bone, or wood. The principal objects here are arrow-heads, axes, earthenware vessels, and amber-beads. The classified objects in the wall-presses and in one of the other show-cases have been found mostly in Skåne. The remaining cases contain objects, most of which were discovered in ancient tombs, from other districts of Sweden. Among these are some prettily carved flints, and some fine battle-axes, the contents of several tombs with the bones of domestic animals, and various characteristic objects in slate from the most northerly districts of Sweden.

**ROOM III. OBJECTS OF THE BRONZE PERIOD**, an epoch supposed to have begun in Sweden about a thousand years before Christ, when its inhabitants came for the first time into contact with the more civilised natives of Asia and S. Europe. Specially noteworthy are a shield (No. 1.) of S. European origin, a dagger (5) found in West Gotland, several fine battle-axes, and vessels with rich fringed ornaments.

**Then OBJECTS OF THE IRON AGE**. About the beginning of the Christian era the Swedes became acquainted with iron and its uses (a metal which was known to the Egyptians between two and three thousand years, and to the Greeks upwards of one thousand years earlier). The objects of the earliest iron period show traces of Celtic influence; a later group has evidently been affected by the culture of the Roman empire as it extended into the provinces, while still more recent objects connect themselves with the Frankish and Alemannic antiquities of W. Germany of the period during and after the great national migrations. In the same room is the rich collection from the Island of Gotland, embracing a period of over a thousand years. We begin at No. 1. No. 2 shows Roman influence; No. 4 represents the period of migration; beside it are the contents of a tomb, including an Indian mussel; some of the brooches have highly characteristic shapes. The collection of silver ornaments (No. 8) from this island is also peculiarly rich. — Room III.

also contains various objects of the iron-age found in the mainland of Sweden, including four pieces of Roman origin, and numerous golden ornaments. We observe specially the valuable contents of the graves of Vendel, where several warriors were found interred in their ships.

ROOM IV. OBJECTS OF THE LATER IRON AGE FROM THE MAINLAND OF SWEDEN. We note here the objects found at Björkö in the Mälarsee, where the earliest Christian burial-place in Sweden was re-discovered, and the valuable collection of silver ornaments. This room also contains copies of a rock in Södermanland, with a Runic inscription and a design from the Siegfried Saga, and of a large Runic stone near Lök in Östergötland, with the longest Runic inscription that has been preserved. Here also is the MEDIEVAL COLLECTION, embracing objects of the 11th, 12th, and 13th centuries.

ROOM V. Ornaments, church furniture, and ecclesiastical vestments of the 15th and beginning of the 16th cent. (till 1523), including the treasure which had been buried at Dune in the 14th cent., and a votive picture (1498) of St. George from the church of St. Nicholas in Stockholm.

ROOM VI. The ROYAL CABINET OF COINS. A number of Swedish medals are exposed to view in glass-cases, but most of the coins are kept in presses, and are shown by special permission only.

ROOM VII. Modern objects in four divisions; 1523-1611, 1611-1718, 1719-1809, and 1809 to the present time. This collection contains some very valuable objects, but at present the means of adequately exhibiting it are unfortunately wanting.

We now return to the staircase, pass the 'Garderobe' on the first landing, ascend the white marble steps to the —

FIRST FLOOR, and by a door on the left enter the —

**Ceramic Collection**, which fills two rooms with its 4500 specimens.

ROOM I. To the left of the entrance is a large Moorish-Spanish vase; in the first press articles of a similar origin, and majolica from Urbino and other Italian manufactories, chiefly purchased by N. Tessin (p. 319) in Italy at the end of the 17th cent. The next 11 large cases contain French, Dutch, German, and Swedish pottery and porcelain, pottery from the Lower Rhine (Kreussen and Siegburg), and Wedgewood ware. The eight smaller cases, standing between the larger ones, contain porcelain from Meissen (Dresden), Vienna, Berlin, Capo di Monte, the Hague, Amsterdam, Niederweiler, Fürstenberg, Frankenthal, Höchst, Nymphenburg, Rörstrand, Marienberg, Derby, Copenhagen, St. Petersburg, Sèvres (pâte tendre) &c.

ROOM II. Chinese and Japanese porcelain, including a specially fine collection of the Japanese Chrysanthemum-Peony porcelain, so-called after its flower-patterns, and of Japanese crackleware (with purposely cracked and scratched glaze), lacquered vases, and vessels with European patterns (Swedish coats of arms).

ROOM III. The **Collection of Sculptures** (catalogue 50 ö.) begins here. This room contains ANTIQUES, chiefly busts of the Roman imperial epoch, most of them being portraits (66. Bust of *Apollo-doros*, an Athenian, with a Greek inscription, curious). Then: 45. Colossal bust of *Venus*. The gem of the collection is in the centre: \*1. *Sleeping Endymion*, in Parian marble, excavated in Hadrian's Villa at Tivoli in 1783, and purchased by Gustavus III.

— Handsome Candelabra and a fine Marble Vase. Also a collection of vases and small antiques.

ROOM IV. BRONZES, chiefly modern copies. Among the few Renaissance works here is, in the centre, No. 352. *Psyche borne by three Amorettes* (from Prague, supposed to be a work of the school of A. de Vries).

ROOM V. The principal ANTIQUES are exhibited here. They are all in the Græco-Roman style of the empire, and many of them are marred by restoration. Nos. 3-12. *Apollo Citharædus* and the *Nine Muses* (Nos. 8 & 10 particularly good); 2. *Athena*; 201-221. *Greek Tombstones*; 228-236. *Roman Tombstones*. In the centre: \*178. *Fountain*, with an interesting relief relating to Romulus and Remus; 179. Handsome *Rhyton* (drinking-vessel) in marble.

ROOM VI., a large saloon containing CASTS, with a fine view from the windows. (The following rooms also command good views.)

ROOM VII. MODERN SWEDISH SCULPTURES, comparatively uninteresting to those who have seen the Thorvaldsen Museum at Copenhagen.

Nos. 357-372. *Johan Tobias Sergel* (1740-1814; founder of the Swedish school of sculpture; in the centre, 359. *Psyche*, trying to detain Cupid, his master-piece; 362. Colossal bust of Gustavus III., to whose court the sculptor was invited); 373-376. *Erik Gustaf Gothe* (1779-1838); 377-389. *Johan Niklas Bystrom* (1783-1848; a pupil of Sergel); 390, 391, 395, 396. *Bengt Erland Fogelberg* (1786-1854; No. 391 the best); 397. *Carl Gustaf Qvarnström* (1810-67); 398-401. *Johan Peter Molin* (1814-73); several works by *J. Börjesson*. No. 403. *Hylas*, by *Bissen*, a Dane; 404. *Magdalena*, by *Ant. Novelli* of Florence (d. 1662); 604. Copy by A. Gille of a colossal bust of Alexander v. Humboldt by *David d'Angers*.

ROOM VIII., a small apartment containing casts and models by *Sergel* and other Swedish sculptors.

The **Collection of Furniture**, which we next enter, removed hither from the palace at Ulriksdal (p. 343), is arranged in a series of rooms and cabinets, according to the various styles. In the first room, the ornamental furniture (chiefly of Italian origin) should be noticed, especially two large \*Cabinets in ebony. The last, large hall contains four apartments in the style of the 17th century, comprising chiefly German furniture. — The detached presses in this room contain the *Collection of Glass*, and objects in *metal*, *carved wood*, *ivory*, and *amber*.

On the left side of the first hall is a door leading to the sunken floor, containing the small **Egyptian Collection** (adm. Tues. and Frid., 11-3).

Another marble staircase ascends to the —

SECOND FLOOR, nearly the whole of which is occupied by the \***Picture Gallery** (upwards of 1300 works; catalogue 50 ö.), a collection formed chiefly during last century. In 1750 the palaces and châteaux of Stockholm contained 330 of these pictures. The collection was greatly enriched by *Queen Louisa Ulrica*, a sister of Frederick the Great, with the aid of *Count Carl G. Tessin*, the Swedish ambassador at Paris, and by her son *Gustavus III.* From that period in particular dates the valuable series of decorative

paintings of the French School. The Italian pictures consist of the *Martelli Collection*, purchased at Rome in 1798, and a smaller collection purchased there at a later date. On the occasion of the transference of these collections to the National Museum, as well as subsequently, they were enriched with presentations by patriotic societies and private donors.

The gallery is at present in course of re-arrangement, and more than 200 of the poorer pictures are to be removed. The catalogue is undergoing critical revision. The majority of the German, Spanish, and Italian works are of little value, but the French school of last century is better represented here than in any other gallery out of Paris. To this department belong a number of valuable large works by *Desportes*, *Oudry*, *Boucher*, and *Natoire*, and several cabinet-pieces by *Chardin* and *Lancret*. — Several of the best Dutch masters of the 17th cent. are also represented by admirable works: *Rembrandt* by his 'Ziska' and 'Cook', *Rubens* by his two copies from Titian, and *Snyders*, *Jordaens*, *Fyt*, *C. de Vos*, *Steen*, *Ochtervelt*, *Hooch*, *Wynants*, *Wouwerman*, *Dou*, *Van Goyen*, *J. van Ruysdael*, and *Ostade* by pictures of great merit. The gallery also possesses a number of interesting works by rare masters, the value of which is chiefly historical.

The entrance to the Ante-Room from the staircase is flanked with two antique columns brought from Italy by Gustavus III.; passing through it, we turn to the right and enter the rooms of the old masters. The pictures are all furnished with the names of the painters.

The ITALIAN AND SPANISH SCHOOLS occupy a saloon lighted from above and six cabinets adjoining it.

SALOON. Right side: 133. *Leandro Bassano*, Festival of Cleopatra; 204. *Italian School* (a work in the style of *P. Aertsen*, and probably of the Dutch school), Portrait of a girl; 11. *Caravaggio* (?), Judith. — 3rd CABINET: four small pictures by *Tiepolo*, sketches for the decorative works in the Scuola dei Carmini at Venice.

A room beyond the last saloon chiefly contains GERMAN AND EARLY DUTCH PICTURES.

Nos. 260, 261. *B. Denner*, Portraits of an old man and an old woman; 507, 508. *Jan Massys*, Venus and the amorous old man (1566). — 257. *L. Cranach*, Charles V. and John Frederick of Saxony hunting. — 370. *Jan Brueghel*, The market (1609). — 1080. *L. Cranach, Senr.*, Lucretia (1528).

We next reach the NETHERLANDISH SCHOOL, which occupies a saloon lighted from above and five adjoining cabinets.

SALOON. Wall of the entrance: 595. *Rubens* (studio-piece), Four fathers of the church; 608. *Rubens*, Esther and Ahasuerus (a sketch); \*607. *Rubens*, Daughters of Cecrops finding Erichthonius (a sketch); 638. *Snyders*, Eagles fighting over their prey; 596. *Rubens*, Susanna in the bath; \*606. *Rubens*, Samson slaying the lion (a sketch); 424. *B. Fabritius*, The alchemist; \*404. *Van Dyck*, St. Jerome (an early work); 416. *Th. Wyck* (not *Ph. van Dyck*), Italian farm; \*\*599, \*\*600. *Rubens*, Sacrifice to Fertility, and Ariadne in Naxos, copied by Rubens in 1601-8 from Titian's famous works then at Rome, but now at Madrid; 386. *A. Cuypp*, Family

portrait (1661); 581, \*582. *Rembrandt*, Portraits (1655). 585. *Rembrandt*, Portrait of a young man (ca. 1633); 1319. *Rembrandt*, St. Peter (1632). — \*578. *Rembrandt*, The so-called Oath of John Ziska (perhaps rather an Old Testament subject), of great breadth and very effective, but unfinished, the master's largest work after the Night Watch at Amsterdam (about 1654); 462. *Isaac van Ruysdael* (attributed to ?*Hobbema*), Cottage among trees. \*471. *P. de Hooch*, The letter; 616. *Jacob v. Ruysdael*, Forest-path; \*\*584. *Rembrandt*, 'Portrait of his cook' (1651); \*583. *Rembrandt*, Portrait of Saskia van Ultenburgh, the master's bride (1632); 510. *G. Metsu*, Card-players (retouched); \*430. *F. Floris*, Sea-gods; 512. *G. Metsu*, The smithy, a decorative picture of his early period; 408. *P. v. Somer* (?), Portrait of the Duchess of Cleveland; 500. *P. Lastman*, Sacrifice to Juno; 637. *Snyders*, Still life; 577. *Pynacker*, Waterfall. — \*478. *C. Huysmans*, Trees by the road-side; 636. *Snyders*, Dogs fighting for their food; 488. *Jordaens*, Adoration of the Shepherds (1618); 464. *Hoeckgeest*, Interior of the church of St. Ursula at Delft; \*433. *Fyt*, Dead game (1651); \*1159. *Jordaens*, King Candaules tempting Gyges; \*682. *S. de Vlieger*, Oak-wood; 420. *Unknown Artist*, Labourers in the vineyard; 466. *Gilles d'Hondecoeter*, Orpheus; \*639. *P. de Vos*, Stag-hunt; \*303. *J. v. Artois*, Large, wooded Flemish landscape; 486. *K. du Jardin*, Portrait of H. van Huteren (1674); 539. *Th. de Keyser* (?), Family portrait; 398. *H. Dubbels*, Stormy sea; 534. *Moeyaert*, Preaching of John the Baptist (1631); 353. *J. Bockhorst*, The four Evangelists.

I. CABINET: 423. *B. Fabritius*, Family at table (1650); 1046. *G. Horst*, Meeting of Jacob and Esau (1641); \*418. *G. v. d. Eeckhout*, The satyr and the peasant; 442. *J. v. Goyen*, Halt by a farm; 588. *Moeyaert*, The angel leaving Tobias; 579. *Rembrandt*, St. Anastasius in his cell (1631); 421. *A. v. Everdingen*, Norwegian fjord (1648); 1167. *G. Neyts*, Landscape (1641); \*443. *J. v. Goyen*, View of Dordrecht (1655); \*473. *P. de Hooch*, Woman by a cradle.

II. CABINET: 310. *C. Bega*, Music-lesson (1663); 356. *R. Brakenburgh*, The dance (1699); 343, 549, 554. *A. v. Ostade*, Small portraits; \*1117. *Unknown Artist*, Old woman reading (1658); \*618. *J. v. Ruysdael*, View of a seaside place from the downs (an early work); 647. *J. Steen*, Card-players; 630. *A. M. Schurman* (?), Portrait of herself; 1075. *C. Saftleven*, Landscape with cattle (1630); \*1120. *J. de Bray* (? not unlike *F. Hals*), Flute-player; \*550. *A. v. Ostade*, Peasants amusing themselves near the house-door (1660). — 551. *A. v. Ostade*, Advocate at his study-table (1664).

III. CABINET: 304, 305. *P. v. Asch*, Landscapes; \*658. *Ochtersvelt*, Concert; 1143. *Wynants*, Riders on the downs at sunset; 394. *G. Dou*, Portrait of the artist; 672. *W. van de Velde*, Rough sea; 357, 358. *Q. Brekelenkam*, Genre pieces; 390. *D. v. Delen*, Party at table in a drawing-room (1631); 393. *G. Dou*, Penitent Magdalene; 306. *Pynacker* (assigned to *Asselyn*), Italian landscape.

IV. CABINET: 485. *K. du Jardin*, Cattle pasturing (1657); 717. *Ph. Wouwerman*, Fishermen on the coast; 312. *N. Berchem*, Cattle by the sea (mediocre, as are also 313, 315-317, by the same master); 712, 715. *Ph. Wouwerman*, Riding-school, Village-market (both retouched); 695. *Th. Wyck*, Halt by a tavern; \*709, 714. *Ph. Wouwerman*, Winter-scene, The bridge (the latter retouched).

V. CABINET: 603. *Rubens*, Susanna in the bath (small); \*701, 702. *Jan Wouwerman*, Summer and Winter (landscapes); 654, \*653. *D. Teniers*, Junr., Rustic tavern (1661), Four smokers at a table (about 1648); 1101. *Jan Parcellis*, Rough sea; 407. *Unknown Artist*, Rubens's picture-gallery.

Passing through the saloon, and turning to the left, we regain the staircase, from which a doorway, opposite that of the picture-gallery, and also flanked with two antique columns, leads to the left into a room containing the COLLECTION OF ENGRAVINGS AND DRAWINGS. The Collection of Engravings (catalogue 25 ö.), the foundation of which consists of the Crozat Collection purchased at Paris in the first half of the 18th cent. by Count Carl G. Tes-

sin, the Swedish ambassador (p. 332), now numbers upwards of 80,000 plates.

In the glass-cases are exhibited the most valuable: 24. *School of Marc Antonio*, Engraving from part of Michael Angelo's famous cartoon of the 'Soldiers Bathing' ('the climbers'); 32-43. *A. Dürer* (34. Knight, death, and the devil, 1513; 35. Adam and Eve, 1504; 36. Melancholy, 1514; 38. Great happiness); 63. *Lucas van Leyden*, Dance of Mary Magdalene; 172-181. *Rembrandt* (172. The celebrated 'hundred-florin plate', Christ healing the sick), etc.

The Drawings, particularly those of the Netherlands Schools, are also very valuable.

Among them should be noticed a large and admirable portrait by *Lucas van Leyden*; about a dozen genuine drawings by *Rubens* (including a study for the Rustic Dance and busts of Ferdinand and Francesco Gonzaga); nearly as many by *Van Dyck*, rare and excellent (an English couple, Crucifixion of St. Peter, C. van Geest, etc.); a series of very clever sketches by *Adr. Brouwer*, *D. Teniers*, and *Adr. van Ostade*, and above all about 50 admirable and important drawings by *Rembrandt*. Of these last, ten are exposed to view, and the others are kept in portfolios. They are chiefly sketches for pictures (Christ appearing to Mary, for his picture at Brunswick; Sacrifice of Manóah, at Dresden; Abraham's Sacrifice, at St. Petersburg, etc.); also a portrait of Titia van Ulenburgh, his sister-in-law (1639), and several valuable studies.

Returning to the staircase, we next visit a Saloon lighted from above and five cabinets containing the FRENCH PICTURES.

SALOON: *Jouvenet*, St. Bruno; \*845. *Pater*, Woman skating; \*884. *H. Rigaud*, Bust-portrait of Cardinal Fleury; 891-897. *Cl. J. Vernet*, Landscapes of no great interest; also a number of others by his still more insipid contemporaries *Loutherbourg* and *Bruandet*. By *Jean Bapt. Chardin*: 780. Washerwoman, 781. Girl at the well (1733), 785. Still life, etc. (all genuine, but few of them rising beyond mediocrity). Then, 874. *Pater*, The bathers; \*846. *Van Loo*, Louis XV., full-length figure. *Fr. Boucher*, \*\*770. Triumph of Galatea, perhaps the artist's master-piece (1740); 768. Toilet of Venus (1746); \*769. Venus and the Graces bathing; \*771. Leda and the swan. Then, 793. *Noël Nic. Coypel*, Judgment of Paris (1728); 854. *Le Moyne*, Venus and Adonis (1729); 883. *H. Rigaud*, Portrait of Charles XII. in full uniform; 861-872. *J. B. Oudry*, the finest being \*867. Great stag-hunt, an admirable work; 1313. *A. Pesne*, Portrait of Ch. Fred. Sparre (1744); 830. *Claude Lorrain* (?), Large Italian landscape at sunset; 788, 789. *Bourguignon*, After the battle, The battle-field, companion-pieces; 1072. *S. Bourdon*, Portrait of Queen Christina of Sweden; \*798, 799. *Fr. Desportes, Senr.*, Large still-life pieces (1729); also several other good decorative pictures by the same master.

I. CABINET: \*1099. *Jan Brueghel*, Bouquet; \*326, 327. *A. v. Beyeren*, Dead fish; 454, 455. *C. de Heem*, Still life; 453, 1181. *J. D. de Heem*, Still life; 683. *H. V. van Vliet*, Interior of the church of St. Ursula at Delft.

II. CABINET: \*640. *F. Snijders*, Still-life piece with vases; 562. *J. v. Cappelle*, Calm sea (1646).

V. CABINET: 778, etc. *Chardin*; 772. *Fr. Boucher*, The toilet (1746); 773. *Fr. Boucher*, 'Pense-t-il au raisin' (1747); 843, 844. *Lancret*, The swing, Blind-man's-buff.

Traversing the Saloon and proceeding in a straight direction, we reach a corridor, leading to four rooms dedicated to the EARLY SWEDISH MASTERS, the most distinguished of whom was *Dav. Klöcker Ehrenstrahl* (1629-98). Several portraits by him (948-952) are in the fourth room. — Beyond these rooms is a cabinet containing WATER COLOURS AND PASTEL-DRAWINGS. — We next inspect the works of the —

**Modern Northern Schools**, which may be more correctly described as offshoots of the schools of Düsseldorf, Munich, and Paris. The Norwegian artists in particular, with few exceptions, have been trained in Germany, where most of them have usually resided, although they have usually derived their subjects from their native country. So similar is their style to that of the Germans, that *Tide-mand*, *Gude*, *Munthe*, and others are usually claimed as members of the German school. About half of the Swedish masters, on the other hand, have gone for their art-education to Paris, and the rest to Germany. The former have as yet produced few great works, while the latter resemble the average German painters of modern times. A few Danish masters are also represented here. This department of the gallery occupies a saloon lighted from above, the six adjacent cabinets, and the ante-chamber. The following list comprises works by the more eminent of these artists, whose nationality is indicated by the letters S., N., and D.

**SALOON:** Left side: 1027. *H. A. L. Wahlberg* (S., born in 1831), Winter landscape with bear-hunt; 1297. *B. Nordenberg* (S., b. 1822), Wedding in Varend; 1138. *G. Wickenberg* (S., 1812-46), Dutch coast; 1054. *J. E. Bergh* (S., b. 1828), Swedish forest; 999. *B. Nordenberg*, Tithe-day in Skåne; 1155. *Wahlberg*, Landscape; 1223. *J. A. Malmström* (S., b. 1829), Dance of elves by moonlight; 1296. *C. G. R. Cederström* (S., b. 1841), Epilogue. — End-wall: 1154. *G. v. Rosen* (S., b. 1843), King Eric XIV. with Catharine Månsdotter and Göran Persson. — Side-wall: 944. *Charles XV.* (d. 1872), Swedish landscape; 1275. *Morten Müller* (N., b. 1828), Norwegian landscape; *Ad. Tidemand* (N., 1814-76), The fanatics; 937. *J. E. Bergh*, Swiss landscape; 1239. *H. A. L. Wahlberg*, Twilight on the sea-coast. 1025. *C. H. d'Unker* (S., 1828-66), Third-class waiting-room; *F. Sörensen* (D.), Storm on the Norwegian coast; 938. *J. E. Bergh*, Landscape in Småland; 1066. *F. J. Fagerlin* (S., b. 1825), Jealousy. 1316. *J. Kronberg* (S., b. 1850), Huntress Nymph.

**I. CABINET:** 955. *Fahlerantz* (S., 1774-1861), View of Kalmar Castle by moonlight; 1242. *J. W. C. Wahlbom* (S., 1810-58), Death of Gustavus Adolphus.

**II. CABINET:** 1208. *J. F. Höckert* (S., 1826-66), Warrior of the 17th cent.; 1244. *G. Wickenberg*, Winter scene; 1279. *Melbye* (D., b. 1818), Sea-piece.

**III. CABINET (Norwegians):** 1267. *C. Hansen*, The visit; 1263. *H. F. Gude* (b. 1825; now at Berlin), Among the rocky islands (*Skjærgaard*), old seaman and boy; 1266. *Gude*, Mountain-landscape in Wales; 1264, 1265. *Gude*, Breakers; 1273. *L. Munthe* (b. 1828), Winter-landscape; 1264. *Gude*, Outside the Skjærgaard, a pilot-boat and sailing vessel; 1285. *C. Hansen*, Peasant family mourning; 1336. *Hansen*, A dangerous witness; 1311. *E. Petersen*, Scholar of the 15th century; 1343. *Gude*, Sea-piece; 1277. *A. Tidemand*, Fortune-teller and Dalecarlian peasant-woman.

**IV. CABINET:** 1207. *J. F. Höckert*, Wedding in Lapland; 1245. *Wickenberg*, Landscape with cattle; 1322. *C. H. d'Unker*, Gipsy-family.

**V. CABINET:** 1113. *D. Holm*, Swedish forest; 1225. *B. Nordenberg*, The worried sheep, rustic interior in Dalecarlia.

**VI. CABINET:** 1362. *H. Salmson* (S., b. 1843), Youthful Gleaners; 954. *Fagerlin*, Fisher-boys smoking; 1210. *Aug. Jernberg*, The broken pipe; 1112. *Agnes Börjesson* (S., b. 1827), Old love; 1204. *Fagerlin*, The Convalescent; 1293. *G. v. Rosen*, Portrait; 1059. *G. Rydberg* Landscape.

We now return through the Saloon to the ANTE-ROOM, where the most recent purchases are usually hung. Also 1038, 1247. *M. E. Winge* (S., b. 1825), 1198. *Blommer* (S., 1816-52), 1252. *Arbo* (N., b. 1831), Scenes from northern mythology; 1222. *Malmström*, Ingeborg receiving tidings of Hjalmar's death; 1026. *Wahlberg*, Swedish landscape; 1282. *C. F. Sörensen* (D.,

1818-79), Sea-piece; 1363. *G. O. Cederström*, The corpse of Charles XII. (p. 276) on its way to Sweden (winter-scene). — Regaining the staircase, we descend and quit the building.

The open and partially planted space in front of the N.W. façade of the National Museum is embellished with the **\*Bältespännare** ('girdle-duellists'), an admirable group in bronze, the masterpiece of *Molin*, the talented Swedish sculptor. It represents one of those murderous old Scandinavian duels in which the combatants were bound together with their 'belts' and proceeded to fight out their battle with their knives. As these 'Knivgange' often terminated fatally to one or even both the duellists, the women used to carry a winding-sheet for their husbands to banquets where quarrels were likely to arise (comp. *Pontoppidan's* 'Første Forsøg paa Norges naturlige Historie', Copenhagen. 1752; and 'Fanitullen', a Norwegian poem by *Moe*). The four reliefs on the pedestal, with their Runic inscriptions from the Edda, represent the origin and the issue of the combat.

1. DRINKING. '*Är ikke så godt, som godt (de) säga, öl (för) människors söner; ty allt mindre vet, som mer dricker, till sitt sinne mannen*'. ('Not so good as good they say it is, is ale for the sons of men; for the man knows in his mind always less, the more he drinks'.) — 2. JEALOUSY. '*Galna från kloka görer människors söner han den mäktiga kärleken*'. ('Mighty love makes fools of wise sons of men'.) — 3. BEGINNING OF THE COMBAT. '*Drogo de ur skidan skidejern, svärdets eggår till behag (för) trollen*'. ('They draw the knife out of the sheath, the edge of the sword, to the satisfaction of the evil spirit'.) — 4. THE WIDOW'S LAMENT. '*Ensam är jag vorden som asp i lunden, fattig på fränder som furan på qvistar*'. ('Solitary am I become, like the aspen in the grove, poor in relations, as the fir in branches').

#### SÖDERMALM.

The least interesting part of the town is the SÖDERMALM, or S. quarter, situated on the mainland beyond the '*Sluss*', the bridge connecting it with the Stad. Its situation, however, is picturesque, and it is built on the natural undulations of the rock. One of the principal streets bears the characteristic name of *Besvärsgata* ('fatigue street'). The chief attraction to travellers in this part of the town, and one that should not be missed, is the view from the Mosebacke, to which we now direct our steps.

At the S. end of Staden lies the *Sluss-Plan* (tramway terminus, see p. 315), adjoined on the W. by the Kornhamn-Torg, and on the S. by the *Söderström*, an efflux of Lake Mälaren, through which smaller vessels pass by means of a '*Sluss*' ('lock' or 'sluice'). This channel is crossed by two iron bridges, leading to the Södermalm, and commanding a view of the busy market-traffic in the neighbourhood. Between the bridges lies an open space called the *Karl-Johans-Torg*, embellished with an equestrian **Statue of Charles XIV. John** (Pl. E, 6), erected by Oscar I. in 1854. The

monument, which represents the king in the costume of a Swedish marshal, was designed by *Fogelberg*.

We turn towards the left from the bridge and reach the **\*Hissen**, or steam-lift, opened in 1883, which raises us in less than a minute to the top of the Södermalm (ascent 5 ö.; descent 3 ö.). On the platform at the top is a restaurant. — Hence an iron viaduct, 160 yds. long, leads to the Mosebacke-Torg (Pl. F, 7), on the N. side of which are the *Södra Teatern* (Pl. 45) and the entrance to the **\*Mosebacke** (Pl. 29; F, 7; *Variété-Theatre, Restaur. and Café*, pp. 314, 316). The platform of the lift and the small garden and terrace within the grounds of the café afford an admirable **\*SURVEY OF STOCKHOLM** and its environs. At our feet lies the Baltic with its busy traffic. Among the buildings in the city, the Palace and the National Museum are the most conspicuous. To the right lies the Djurgårdstad and the beautiful park beyond it, above which rises the conspicuous Belvedere Tower; and to the left stretches Lake Mälaren.

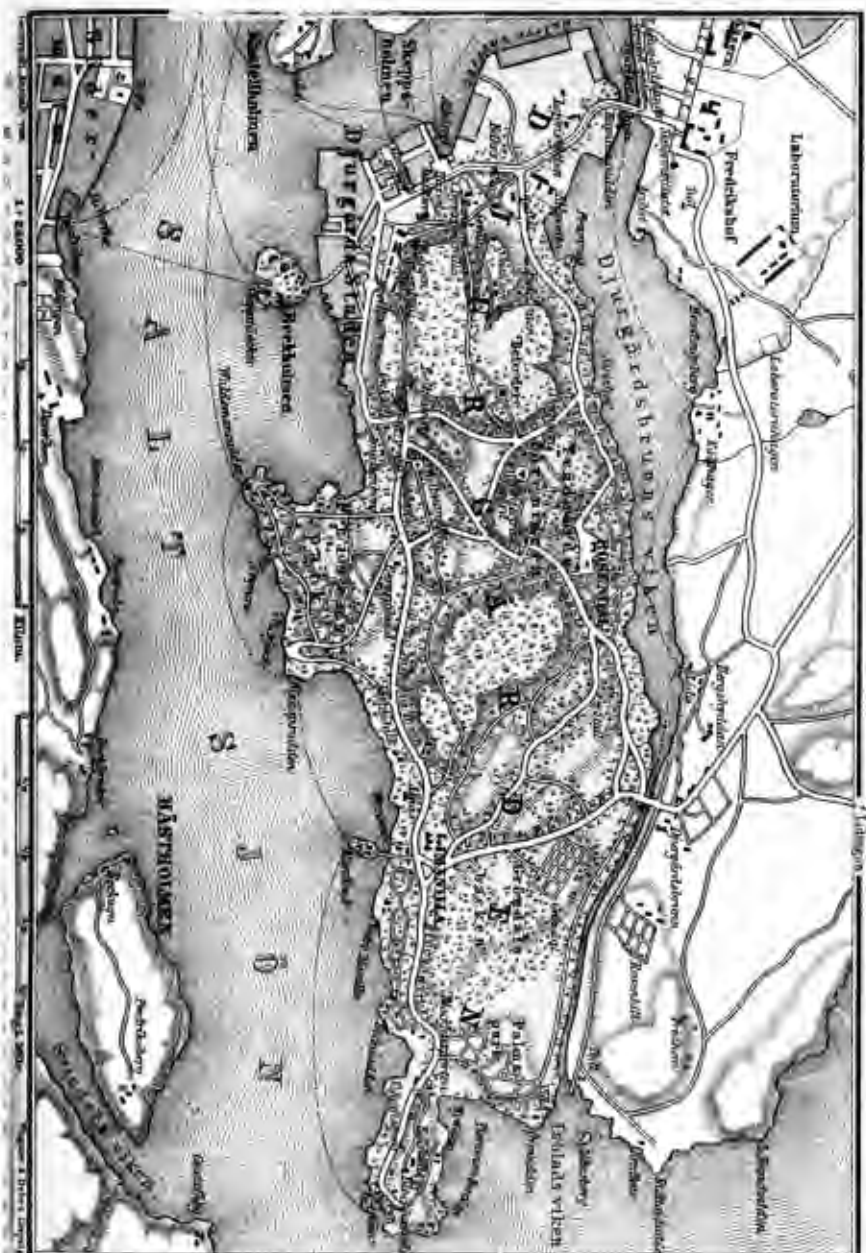
The handsome *Katarina-Kyrka* (Pl. F, 7), founded in 1659 on the spot where the victims of the 'Stockholm Blood-bath' of 1520 had been interred, and rebuilt in the Renaissance style in 1724, is surrounded by a cemetery. From this church the Tjärhofs-Gata leads to the E. in  $\frac{1}{4}$  hr. to *Danvik*, whence a small steamer runs hourly on the Hammarby-Sjö to *Nackanäs*, a favourite holiday-resort of the Stockholmers (p. 343).

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### Environs.

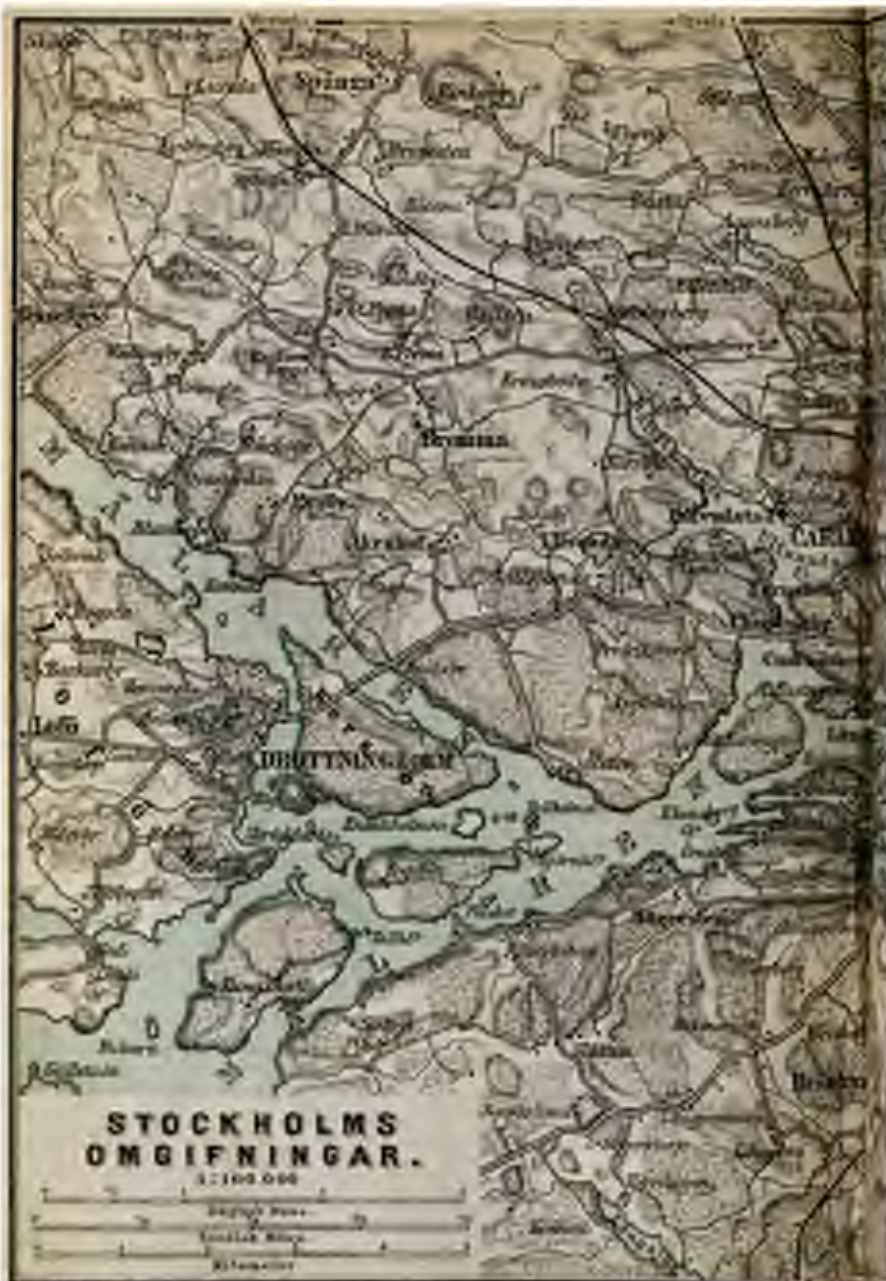
Both the immediate and more remote environs of Stockholm afford a great variety of beautiful walks and excursions, and most of the points of interest may be reached expeditiously, cheaply, and pleasantly by one or other of the numerous little steamers which flit about in every direction, both on the Baltic and Lake Mälaren. The most attractive place near the city is the charming *Djurgård* or *Park* ('deer-garden'), to which steamers ply every 10-15 min. from the Strömparterre, Karl XII.'s Torg, the Råntmästare-Trappa, and the Nybro (in 8-10 min.; comp. p. 316). It may also be reached by tramway-car from Slussen, via Gustaf-Adolfs-Torg, Karl XII.'s Torg, Grefbron, and the Ladugårdlands Strand-Gata. Excursionists by steamer should observe that *Alkärret* is the starting-point for the boats to Karl XII.'s Torg and the Strömparterre, the points nearest the hotels; while the boats from the *Allmänna-Gränd* (Pl. H, I, 5, 4) land their passengers at *Staden* and the *Skeppsholm*.

Instead, however, of proceeding direct to the Park, we cross the *Skeppsholms-Bro*, leading from the National Museum to the **Skeppsholm** (Pl. F, G, 4, 5), a small island containing some of the chief military and naval establishments of Stockholm. — A monument



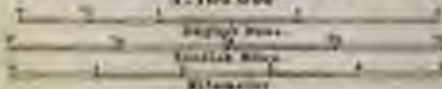
1:50,000 ÅRHS

Århus & District Council



**STOCKHOLMS  
OMGIFNINGAR.**

1:100 000







has been erected here in commemoration of the Polar Expedition conducted by *Prof. Erik Nordenskjöld* in 1878-80.

Passing the *Karl-Johans-Kyrka* on the left, and several handsome barracks on the right, a pleasant shady road leads to the S.E. to a wooden bridge by which we cross to the small *Kastellholm* or *Castle Island*, which also contains several barracks and other buildings. The \**Tower* on the highest point of this island commands an admirable view of the environs ('vaktmästare', or one of the sailors on guard, 50 ö.; ascent of 94 steps, and then by an iron ladder of 8 steps more). On this island stands also the pretty clubhouse of the Stockholm Skating Club (*Skridskoklubben*).

Retracing our steps to the bridge, we cross it and turn to the right, soon reaching the little steam ferry-boat which plies every few minutes between the Skeppsholm and the Allmänna-Gränd. Crossing to the latter (which is also the tramway-terminus, p. 314), we pass through the small suburb of *Djurgårds-Stad*, and thus reach the —

\**Djurgård*, a delightful park, of which Stockholm is justly proud, with pleasant villas, and beautiful walks in every direction. It occupies an island 2 Engl. M. in length, and  $\frac{3}{4}$  M. in width at its broadest part, and was laid out by Gustavus III. and Charles XIV. John, having originally been a deer-park, as its name imports. Opposite *Alkärret*, a small *plats* planted with trees, where most visitors land, is *Hammer's Villa*, which formerly belonged to *Byström*, the sculptor; beyond this, to the left, is the small *Djurgårds-Teater*, near which the tramway passes. Opposite the Allmänna-Gränd, and a few paces to the S.E. of *Alkärret*, is the entrance to \**Hasselbacken* (p. 314), the largest and best of the numerous cafés and restaurants situated here. The grounds command fine views and contain an oak ('*Bellmans Ek*') under the shade of which *Karl Michael Bellman* (d. 1795), the most genial and popular of Swedish poets, composed some of his charming songs. In the vicinity is a bronze statue of the poet, by *Byström*, erected in 1872.

Leaving the *Hasselbacke*, and passing several other cafés, marionette theatres, and places of popular entertainment, we follow the road to the E. and reach the open park, with its grassy glades, rocky knolls, and beautiful trees, between which glimpses of the Baltic and Stockholm are frequently obtained. On the left, a little beyond the *Djurgårds-Stad*, is a beautiful spot called *Bellmans-Ro*, with a bust of the great poet and improvisatore, many of whose most beautiful ballads are said to have been made extempore and without effort. The bust (by *Byström*, erected in 1829) is the scene of great festivities on 26th July, the anniversary of its erection, when crowds of the poet's admirers of all classes assemble here to recite his poetry and extol his genius. Among the most famous and beautiful of his lines are the following: —

Hvila vid denna källa!  
 Vår lilla frukost vi framställa:  
 Rödt vin med pimpinella  
 Och en nyss skjuten beckasin.  
 Klang, hvad buteljer, Ulla!  
 I våra korgar, öfverfulla,  
 Tömde i gräset rulla —  
 Ack känn, hvad ångan dunster fin!  
 Ditt middagsvin,  
 Sku vi ur krusen hålla  
 Med glädttig min.  
 Hvila vid denna källa!  
 Hör våra valdthorns klang, kusin!

Himmel! hvad denna runden,  
 Af friska löfträn sammanbunden,  
 Vidgar en plan i lunden  
 Med strödda gångar och behag!  
 Ljusligt der löfven susa,  
 I svarta hvirflar, grå och ljusa,  
 Träden en skugga krusa  
 Inunder skyars fläkt och drag.  
 Tag, Ulla, tag,  
 Vid denna måltidsstunden,  
 Ditt glas som jag!  
 Himmel! hvad denna runden  
 Bepryds af blommor, tusen slag.

Beyond Bellmans-Ro, on the right, is *Frisens-Park*, another beautiful part of the Djurgård, and a very popular resort on Sunday afternoons, for singing and dancing, although, strange to say, no spirits are sold here. Farther on, 25 min. walk from Hasselbacken, is *Manilla*, a large asylum for the blind and the deaf and dumb (shown Thursdays, 11-1; 'här ser man illa, här hör man illa, och här talar man illa', say the local wits). About 1/4 hr. farther, at the E. end of the island, is the former custom-house station of *Blockhusudden*.

On the N. side of the Djurgård, a few hundred paces from the bridge crossing to Djurgårdsbrunn, is *Rosendal*, a royal villa built by Charles XIV. John, with orangeries and hot-houses. At the back of the villa, on the N. side, stands a magnificent modern *Porphyry Vase*, of antique form, 8 1/2 ft. high and 11 1/2 ft. in diameter, and said to weigh 23 3/4 tons. Adjoining the grounds of Rosendal on the W. is the garden of the *Trädgårds-Förening*, or horticultural society, in which some travellers will be interested. A little to the W. of this garden is the Sirishof-Väg, from which a path and a road ascend in 5 min. to the *\*Belvedere*, a tower erected in 1877, 110 ft. in height, standing on a hill upwards of 100 ft. above the sea-level, and affording an excellent survey of the environs (166 steps in all; admission 50 ö.). The distant view, however, is more extensive than picturesque. There being no mountains in sight, and little or no cultivated land, the distance presents a somewhat dreary and monotonous appearance, the sombre tints of the forests being relieved here and there by water only. Another path ascends to the Belvedere between the Hasselbacken and Manège restaurants (1/4 hr.).

About 1/2 hr. to the N. of the Djurgård, on a bay of the Saltsjö called *Lilla Värtan*, is the new HARBOR OF STOCKHOLM, or *Värtanhamnen*, connected with the central railway station by a junction line (8 Kil. in 25 min., fare 40, 30, 20 ö.; intermediate stations *Karlberg*, *Norrtull* and *Albano*). — The *Lidingö-Bro*, or bridge to the island of *Lidingö* lying opposite, has been transferred farther to the N. with a view to give free passage to the ships.

Next in point of interest to the Djurgård is the short excursion to *\*Marieberg*, a beautiful point of view on Lake Mälaren, about 2 Engl. M. to the W. of the Norrbro, which may be reached either

by steamer (from the S. end of the *Riddarholm*, every hour (at the half-hours); fare 13 ö.) or by road (cabs and tramway, see p. 315). The traveller is recommended to go by road and return by steamer. A tramway-car conveys us in  $\frac{1}{4}$  hr. from the *Gustaf-Adolfs-Torg* to the W. to the *Kungsholm* (Pl. B, A, 4), an island about 2 Engl. M. long, on which the W. quarter of Stockholm is situated. On the right we pass the *Serafimer Lazaret*, opposite to which is the *Carolinska Institut*, a medical school connected with it (p. 317), and on the left the *Mint*; then the *Ulrica-Eleonora Kyrku* on the right, with its well-shaded churchyard, and the *Pilgata* on the left, where the tramway ends. On the left, a few paces farther on, is the large and handsome *Military Hospital* (Pl. A, 4). After a walk of about  $\frac{1}{4}$  hr. from the tramway-terminus we come to another hospital (*'Sjukhus'* for incurables) on the left, and immediately beyond it diverge by a road to the left, passing in front of the large *Lunatic Asylum of Conradsberg*. In 5 min. more we pass the lodge at the S. end of the asylum, follow the road through the gateway to the left, and then (4 min.) through a second gateway. Just beyond it a path ascends in 3 min. more to a rocky knoll, adjoining the rocket-laboratory, which commands a beautiful view of Lake Mälaren and Stockholm, entirely different from the views on the Baltic side of the town. — Returning to the road, we follow it to the left and soon reach the formerly (1759-88) famous porcelain manufactory of *Marieberg*, until lately used as a military school. A path passing the large bell and descending to the right leads in a few minutes to the steamboat-pier (steamer to Stockholm 8 times daily).

Travellers arriving by steamer ascend 60 paces, turn to the right, and then to the left, past the large bell. Opposite are two paths, of which they select that slightly to the right. After a few paces more (5 min. from the pier) the path to the best point of view diverges to the right.

Another short excursion may be taken to the palace of **KARLBERG** and the **SOLNA KYRKA**. Steam-launches leave the *Riddarhusgränd* (near the *Riddarhus*; Pl. D, 5) every  $\frac{1}{2}$  hr. for *Rörstrand* (13 ö.), *Karlberg* (13 ö.), and *Ulfundasjön* (30 ö.).

The steamboat steers to the N. of the *Kungsholm*, passing through the *Klarasjö*, *Barnhusvik*, and *Rörstrandsvik*. The principal intermediate stations are *Atlas*, with a railway-carriage factory, and *Rörstrand*, with the oldest porcelain factory in Sweden, founded in 1727, and distinguished for the original forms and peculiarly bright colouring of its productions.

The palace of **Karlberg**, situated on the mainland to the N. of the *Kungsholm*, about 2 Engl. M. to the N.W. of the *Norrbrö*, was erected by *Karlson Gyllenhjelm*, a natural son of Charles IX. (p. 346), at the beginning of the 17th cent., was afterwards occupied by the royal family, and in 1792 was enlarged and converted into a military school. At the back of the building is

a beautiful public \**Park* (always open), which forms the only attraction of the place. From the end of an avenue on the E. side (5 min.), we may cross the railway to Upsala at a small halting-place, turn to the left, and follow the road to ( $\frac{1}{4}$  hr.) **Solna Kyrka**, a round church, and one of the most ancient in Sweden, with a pretty churchyard which has long been the burial-place of some of the principal families of Stockholm. Berzelius, the chemist (d. 1848), is buried here. On the N.E. side of the church is the principal Cemetery (*Nya Kyrkogården*) of Stockholm, containing many handsome monuments, but contrasting unpleasantly with the old churchyard. Farther to the E. are the entrance to the park of *Haga* (see below; omnibus to Stockholm in the afternoon), and the omnibus and steamboat station of *Stallmästaregården*, at the W. entrance of the park of *Bellevue* (see below).

Among the pleasantest of the shorter excursions from Stockholm is that to **HAGA** and **ULRIKSDAL**, which may be made either by land or by small steamer.

OMNIBUSES. 1. From the *Gustaf-Adolfs-Torg*, at the corner of the *Strömögata* (Pl. E, D, 4), to *Stallmästaregården* at 7, 7.30, and 9.30 a.m. (Sun. and holidays 9.30 and 11.30 a.m.) and 1.30, 3.30, 5.30, 7.30, and 9.30 p.m.; fare 35 ö. — 2. From the *Adolfs-Fredriks-Plan* (Pl. C, 1, 2) to *Haga* every  $\frac{1}{2}$  hr. from 7.30 a.m. to 9.30 p.m. (fare 25 ö.); also 12 times daily to *Stallmästaregården*.

STEAM LAUNCHES. 1. From *Gustaf III.'s Statue* (Pl. E, F, 4) twice daily past the S. side of the Djurgård, and the *Värtan-Harbour* on the Lilla Värtan, and through the *Lidingöbro* (p. 340; 30 ö.), and then to the N. through the Lilla Värtan and the Stocksund to *Ulriksdal* (70 ö.) and *Nytorp* (70 ö.). — 2. From *Stallmästaregården* across the Kräftrik to *Haga* (15 ö.) and *Ulriksdals Allée* (20 ö.) hourly from 7.30 a.m. till 8.30 p.m. (except at 12.30 and 1.30; on Sun. and holidays first boat at 9.30 a.m.). — 3. From *Stallmästaregården* to *Haga* (25 ö.) and through the strait of Alkistan to *Ulriksdal* (35 ö.) at 8 and 10 a.m. (Sun. 10 and 12) and at 2, 4, 6, 8, and 10 p.m.

RAILWAY from the Central Station to *Norr tull*, to the S. of the park of *Haga* (p. 340), and to *Jerfva* (p. 350), to the W. of *Ulriksdal*.

CARRIAGE to *Ulriksdal* and back 6-8 kr.

The *Norr tull's Gatan* (comp. Pl. B, 1), the N. prolongation of the *Drottning-Gatan*, beyond the Observatory (p. 329), leads direct to the inn of *Stallmästaregården*, an important omnibus and steamboat station at the W. entrance of the royal park of *Bellevue*, and at the S. end of the bay of *Brunnsviken*.

About 6-8 min. farther to the left is the entrance to the park of *Haga*, from which we reach the château in  $\frac{1}{4}$  hr. The steam-launches from Stockholm and the *Stallmästaregården* land their passengers close to the château. The royal château of \***Haga**, on the W. bank of the pretty *Brunnsvik*, was built by Gustavus III. and his successor at the end of last century, but has since been somewhat neglected. The gardens, and particularly the park with its fine old timber, are the attractions of the place and deserve a visit.

At the N. end of the *Brunnsvik*, about 2 Engl. M. from the *Stallmästaregård*, and  $1\frac{1}{4}$  M. from *Haga*, lies *Nedre Jerfva* (a few

hundred paces to the E. of the railway-station of *Jerfva*, see p. 350), usually known as *Ulriksdals Allée* (steamer, see above), a fine avenue with a number of pleasant villas, which leads to the N. in  $\frac{1}{4}$  hr. to the royal château of \***Ulriksdal**, beautifully situated on the *Edsvik*, a long and narrow creek of the Baltic. It was erected at the beginning of the 17th cent. by General Jacob de la Gardie and named *Jacobsdal*, after which it passed into the possession of Prince Ulrik, a son of Charles XI., from whom it derives its present name. In the neighbouring park is *Ulriksdals-Kyrka*, erected in 1865 in the Dutch Renaissance style.

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A favourite holiday-resort of the Stockholmers, but less interesting than those already mentioned, is **Nackanäs** (*Café*), at the E. end of the *Hammarby-Sjö*, 3 Engl. M. to the S.E. of the Norrbrö. The pleasantest route to it is by steamer from the *Räntmästare-Trappa* (Pl. F. 5, 6) to ( $\frac{1}{4}$  hr.; fare 8 ö.) *Tegelvikén* (Pl. I, 7); thence on foot to (10 min.) a pier on the N. bay of the *Hammarby-Sjö*; and by small steamer on the lake to *Nackanäs* in 20 min. more. Fine view from the hill to the S. above *Nacka*. The steamer then passes through the bridge and enters the *Järta-Sjö*, where it touches at several stations.

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### Longer Excursions.

The Baltic to the E. and Lake Mälaren to the W. of Stockholm, with their numerous wooded and rocky islands, and their bays, creeks, and straits in every direction, present many points of interest, all of which are most conveniently reached by steamboat. The favourite excursions are to *Drottningholm* (see below), to *Vaxholm* (p. 347), and to *Upsala* (R. 45), but a few additional days should if possible be devoted to some of the picturesque and historically interesting places on Lake Mälaren, such as *Gripsholm*, *Strengnäs*, and *Vesterås* (p. 311).

**LAKE MÄLAREN.** **Mälaren**, a lake 80 Engl. M. long, and only about a couple of feet higher than the Baltic level, forms a vast archipelago of islands resembling the 'Skärgård' on the coast. There are no fewer than 1209 islands (*öar* and *holmar*) in all; the more open parts of the lake are called *fjärde*; and there are creeks and ramifications in every direction, the longest of which is that of *Upsala*, extending about 30 Engl. M. from the central part of the lake. Beautiful as the scenery is, it lacks variety, the islands being all of very moderate height and similar in character, and the colouring somewhat sombre.

About 7 Engl. M. to the W. of Stockholm (steamer 6 times daily from *Gymnasii-Gränden*, the S. quay of *Riddarholmen*, in  $\frac{3}{4}$  hr., fare 50 ö.; carriage there and back 8 kr., high road very muddy after rain, and very dusty in dry weather) is situated the royal palace of \***Drottningholm**, on the *Lofö*, one of the most beautiful of the numerous islands of Lake Mälaren. — Soon after starting from the *Riddarholm* the steamer passes the *Langholm* on

the left, with several manufactories and villas. To the S. of the Langholm is the *Reimersholm* with its large distillery, a rocky height above which is marked by a cross and iron plate with an inscription in memory of a Russian buried here by his own desire (fine view). On the right is the former military school of *Marieberg* (p. 341); then the islands of *Lilla* and *Stora Essingen*. On the left the island of *Ekensberg*, with the loftily situated château of *Hägersten* on the mainland to the S., to the N.W. of which lies *Klubben* and many other villas, on the coast. A little farther on, the *Sigtuna* and *Upsala* arm of the lake diverges to the N.W. Passing the *Kersö* on the right, and rounding the *Fogelö*, we soon reach the palace, situated a few paces to the S. of the village of Drottningholm and the bridge which connects the island with the Kersö. At the landing-place is a good *Café*.

The *Palace* derives its name ('Queen's Island') from the queen of John III. by whom it was founded at the close of the 16th cent., and the foundation of the present handsome edifice was laid by Hedvig Eleonora, widow of Charles X., nearly a century later. The architects were the eminent *Nicodemus Tessin*, who designed the Palace at Stockholm, and his son of the same name, by whom the building was completed early in the 17th century. The palace was handsomely fitted up by subsequent monarchs, and contains a number of sumptuously furnished apartments, adorned with portraits of the royal families of Sweden and other works of art. Adjacent is a theatre, built by Gustavus III. The gardens, which are laid out partly in the old French style, are embellished with sculptures in bronze and marble by *Adr. de Vries* and his pupils. The *\*Park* affords delightful walks. One of the chief curiosities here, a little to the S.W. of the palace, is the *Chinese Pagoda* ('Kina Slott'), erected by Adolphus Frederick about 1770, and presented to his queen Lovisa Ulrika. It still contains a small museum of Chinese objects. Adjoining it on the W. is the so-called *Canton*, founded by the same king, who was an adept in the arts of turning and lock-making, as a settlement for his workmen. About 1 Engl. M. to the W. of the Canton is the *Church of Lofö*, from which a pleasant road to the N., and then to the E., leads back to the village ( $2\frac{1}{4}$  M.).

From the Canton a road leads to the S. to the *Malmvik*, where a bridge crosses to the long narrow island of *Munsö*, extending towards the N.W. Between that island and the Lofö lies the island of *Svartsjö*, on the E. side of which, on the Hillersjövik, is situated the dilapidated château of *Svartsjö*, once a monastery, afterwards fortified by Gustavus Vasa, and at a later period used as a residence by several dowager queens of Sweden. Near the château is a large nursery-garden. (Two steamers touch in the vicinity daily.)

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The next point of interest on Lake Mälaren is *MARIEFRED* with the castle of *GRIPSHOLM*, the steamer for which (at 3.30 p.m. daily except Sunday) starts from the *Munkbrohamn* (Mälar Torg; Pl. E, 5)

and makes the voyage in 3-3½ hrs. (fares 1½ or 1 kr.). On Sundays excursion-steamers frequently ply to Mariefred (return fare 1½ kr.).

The steamboat first steers to the W. between *Fogelön* and the mainland, and then turns towards the S., passing the island of *Kungshatt*, so named from a rock surmounted with a pole and an iron hat, which commemorate the tradition that Olaf Haraldssön, king of Norway, when pursued by the king of Sweden, sprang with his horse from the cliff into the lake and escaped, leaving his hat behind him. Farther on we pass *Fittja* in a creek to the left, and the church of *Eckerö* on the island of *Munsö* to the right, opposite which is the château of *Sturehof*. The island of *Kaggeholm* is named after Marshal Kagg, by whom the château at the N.W. end was built. A little to the N.W. is the *Björkö*, the ancient *Birka*, where St. Ansgar first preached Christianity in 829. That the island was once an important place is proved by the antiquities and remains of ancient buildings recently discovered in it. In 1834 a granite cross was erected on the island to commemorate the thousandth anniversary of St. Ansgar's missionary labours in Sweden. Farther N. is the *Adelsö*, the ancient seat of the Folkunga tribe. We pass the *Ridö*, turn to the S., and enter the *Gripsholms-Vik*, on the W. bank of which (not visible from the steamer) is *Räfsnäs*, the gård where Gustavus Vasa received tidings of the death of his father Eric in the massacre of 1520 (p. 324). On the S. bank of the bay is the château of *Näsby*, and in a creek to the W. of it Mariefred with its castle.

The small town of **Mariefred** (*Stadskällare*) owes its origin partly to the monastery of St. Mary founded here at the end of the 15th cent. by *Sten Sture the Elder*, whose remains were buried in it in 1504 and afterwards removed to Strengnäs, but chiefly to the ancient castle of **Gripsholm**. The original building was enlarged and fortified by the famous *Bo Jonsson Grip* ('the griffin'), the all-powerful minister, or rather co-regent, of King Albert from 1371 to 1385, and was afterwards presented by Sten Sture the Elder to the monastery. Soon afterwards Gustavus Vasa suppressed the monastery and took possession of the castle, which he re-erected and fortified anew in 1537. It was subsequently enlarged and embellished by Gustavus III., who left it in its present form. The principal building, with its four massive towers, is pentagonal in shape, and encloses two courts, still presenting many of the features of a mediæval stronghold. In the outer court are two huge cannon, popularly called the 'boar' and the 'sow', captured by Jacob de la Gardie at Ivanogrod in 1581. In the interior (fee 1 kr.; more for a party) are shown the rooms where John, the son of Gustavus Vasa, was kept a prisoner by his brother Eric XIV., and where the latter when insane was afterwards confined by John III., who deposed him in 1568. Nine years later the un-

happy Eric was poisoned at Örbyhus by his brother's order (see p. 358). The small room shown here as his prison was really built at a later date. The unpopular Gustavus IV. signed his abdication here in 1809, and an adjoining apartment is said to have been used by his father as a dressing-room for private theatricals in which he himself took part. The castle contains a very extensive collection of portraits of historical personages, nearly 2000 in all, including Gustavus Vasa and his son Eric XIV., painted by the latter, and a number of their contemporaries, the ambassadors present at the conclusion of the Peace of Westphalia in 1648, Gustavus III. and his contemporaries, and many others. A collection of mediæval furniture, tapestry, and plate also deserves inspection. — About 5 Engl. M. to the W. of Mariefred is the extensive cannon-foundry of *Åker*, near which are the gunpowder-mills of *Räcksta*. — To the N.W. of Mariefred (12 Engl. M.) lies *Strengnäs* (see below).

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The next interesting place on the S. bank of Lake Mälaren is STRENGNÄS, which is called at by a large proportion of the steamers plying on the Mälaren, so that travellers will have at least two opportunities daily of making this excursion. Most of the steamers start from the *Munkbrohamn* (Pl. D, 5), and some from the *Riddarholm*. The passage takes 3½-4 hrs.; fares 2½ or 1½ kr.

The steamers to Strengnäs, after passing the entrance to the Gripsholmsvik (p. 345), steer between the mainland and the *Selaö*, which formerly belonged to several families of historical note. To the right, on the island, is the conspicuous farm of *Melsåker*, once a richly furnished château, and near it is the church of *Ytter-Selö*. On the mainland lies *Sundby*, beyond which we observe to the right the small *Tynnelsö*, with a building once occupied by the bishops of Strengnäs. We now enter a narrow strait between the *Tosterö* and the mainland, and soon stop at **Strengnäs (Hotel)**, a town with 1600 inhab., prettily situated. The history of the place reaches back to the pagan era. A monastery was afterwards erected here, and in 1291 a bishopric established. Gustavus Vasa was elected king at Strengnäs in 1523, and the throne was secured to his heirs by a decree passed here in 1547. Half the town was burned down in 1871, but has since been rebuilt. The handsome Gothic \**Cathedral* was consecrated in 1291, but took fire on the occasion. It was afterwards restored, but again repeatedly injured by fire, and has undergone frequent alterations. It now ranks fourth in importance among the cathedrals of Sweden. The disproportionate thickness of the pillars is accounted for by the fact that after a fire in 1551 the walls of the church were lowered 30 feet. The choir is now the most interesting part. Charles IX. (d. 1609), with his two wives and several of his children, Sten Sture the Elder (d. 1504), Karl Gyllenhjelm

(d. 1650), a natural son of Charles IX., a distinguished general, and a pious theologian and author (on whose monument are placed the fetters worn by him when a captive in Poland), Admiral Stenbock, and other eminent persons lie buried here. The church also contains a collection of reminiscences of the famous bishop Conrad Rogge (d. 1501). The old episcopal mansion built by Rogge, with picturesque gables and turrets, now used as a school-house, contains the room on the upper floor where the election of Gustavus Vasa took place. A building to the W. of the church contains the *Episcopal Library*, a valuable collection, and a small museum and cabinet of coins. The modern episcopal residence is on the S. side of the cathedral.

A little to the S. of Strengnäs is the estate of *Ulfhäll* or *Olivehäll*, and in the neighbourhood are several other pleasant country-houses. — A road leads to the W. to *Thorshälla* and *Eskilstuna* (p. 349), about 21 Engl. M. distant, but it is preferable to proceed thither by water or by railway (see R. 44).

The N. bank of Lake Mälaren, between Stockholm and Vesterås, though also picturesque, is less interesting than the S. bank. The ramification to *Sigtuna* and *Upsala*, 30 Engl. M. in length, is described in R. 45 b. *Enköping*, see p. 312. *Vesterås*, see p. 311.

THE BALTIC. Of the numerous excursions which may be made by steamboat on the Baltic, on the E. side of Stockholm, those which will repay the traveller best are to (1) *Vaxholm* and to (2) *Gustafsberg*. From the former, if time permit, the voyage may be prolonged to *Norrtelge* and *Östhammar*, and from the latter to *Dalarö*.

The *Saltsjö*, or bay of the Baltic at the end of which Stockholm stands, is like the Mälaren, dotted with innumerable islands and rocks, separated by wider or narrower channels. Its length from Stockholm to the outermost rocks is nearly 40 Engl. M.

1. VAXHOLM. Steamboats ply from Stockholm to Vaxholm 8-10 times daily. The direct local boats start from the *Logårdstrappan* (Pl. E, 4), but the *Toftestaholme* boat starting from the *Nybrohamn* (Pl. F, 3), and the steamers of several different lines starting from *Karl den Tolfstes Torg* (Pl. E, 3, 4), also call at Vaxholm. Passage 1½-2 hrs.; fare 65 ö.

The steamer passes the *Djurgård*, the entrance to the *Lilla Värtan* (p. 340), and the *Lidingö* on the left, and the *Hästhölm*, the entrance to the *Skurusund*, the *Hasseludde*, and *Kummelnäs* on the right. It then traverses a broader part of the fjord, passing the *Askrike Fjärd* on the left, and threads its way between rocky islands until it stops beneath the guns of the fortress.

The rocky island of *Vaxholm* (\**Hotel*) lies about 12 Engl. M. to the N.E. of Stockholm. The village, a poor place with about 1200 inhab., who are chiefly fishermen, consists almost entirely of slightly built wooden houses, which the military authorities

may order to be pulled down on a few hours' notice in case of a threatened war. Numerous visitors from Stockholm spend the summer here for the sake of the sea-bathing. On a small rocky island between the Vaxholm and the *Rindö* rises the imposing *Fortress* (to which strangers are admitted on showing their passports), founded in the middle of the 16th cent. by Gustavus I. and lately much strengthened. On the E. end of the *Rindö* is the new fortress of *Oskar-Fredriksborg*, partly hewn out of the solid rock. The two strongholds command the only practicable approach to Stockholm for large vessels. Opposite Oskar-Fredriksborg is the *Fredriksborg*, a picturesque ruined tower on the *Vermdö*, by which the passage was formerly guarded.

2. Another very favourite excursion from Stockholm is to the porcelain manufactory of **Gustafsberg**, 10 Engl. M. to the E. of Stockholm, but reached by a somewhat circuitous route (steamboat 4-6 times daily from *Gustaf III.'s Statue*, Pl. E, F, 4, in 13¼ hr., fare 75 ö.). The steamer steers down the fjord to *Kungshamn*, and then suddenly turns at a right angle towards the S. into the very narrow and picturesque \**Skurusund*, separating the *Vermdö* from the mainland. At the S. end of the strait lies *Dufnäs*, where Gustaf Vasa is said to have fought against the Danish usurpers in his youth. This point may also be reached by the pleasant route from Stockholm to *Kolbotten* at the E. end of the *Järla-Sjö* (p. 343), from which the traveller may walk to *Dufnäs* in 25 min.; or this route may be taken in returning. At *Dufnäs* the strait expands, and the steamer then proceeds towards the E. through another and even narrower strait called *Södra Stäket*, beyond which it enters the broad and almost entirely land-locked *Baggens-Fjärd*, named after *Jacob Bagge* (d. 1577), a Swedish naval hero, and steers to the N.E. to *Gustafsberg*, where the porcelain manufactory is the chief object of interest. One of the specialties of the place is the tasteful Parian and biscuit china, which is favourably known beyond the limits of Sweden.

From the *Baggens-Fjärd*, a little to the S. of *Gustafsberg*, another narrow channel, part of which is called the *Strömma Canal*, separating the *Vermdö* from the *Ingarö*, and also traversed daily by steamers, leads to *Stafsnäs* and the bleak little island of *Sandhamn*, a genuine specimen of a Scandinavian 'skär', but boasting of a post-office and telegraph-station.

Steamers also run from the *Stäke* to the S. to *Dalarö*, a rocky promontory with a picturesque old tower, and a favourite sea-bathing place, with an inn. Steamboats occasionally run from *Dalarö* to the S. to the *Gålö*, with an asylum for destitute children, the *Örnö*, the *Muskö*, with the harbour of *Elfsnabben* from which Gustavus Adolphus embarked for Germany in 1630. and the *Utö*, with valuable iron-mines. The entire district is dotted with the summer villas of the Stockholmers.

#### 44. From Kolbäck and Valskog to Flen, Nyköping, and Oxelösund.

138 Kil. (86 Engl. M.). RAILWAY in 7-9 hrs. (fares from Kolbäck to Oxelösund 10 kr. 60, 5 kr. 30 ö.; from Valskog to Oxelösund 11 kr. 5, 5 kr. 55 ö.).

*Kolbäck*, see p. 311. The train follows the course of the Ströms-holms Canal (p. 364) to *Strömsholm* (p. 361), at its mouth, and then crosses the *Borgasund*. It next skirts the shore of the mainland, crosses the *Qvicksund*, and reaches the station of that name. 18 Kil. *Rekarne*, the junction for the railway coming from *Valskog* (p. 310) viâ *Kungsör* (at the mouth of the Arbogaå, see p. 310) and *Öster-Tibble*. — The figures prefixed to the following stations indicate their distance from Valskog.

29 Kil. (18 M.) *Thorshälla*, situated on the *Thorshällaå* or *Eskilstunaå*, near its mouth in Lake Mälaren. The town was once an important place, but has been entirely supplanted by *Eskilstuna* since the construction of the locks (1856-60) by which the falls of the *Eskilstunaå* are avoided.

35 Kil. (22 M.) *Eskilstuna* (*Nya Hotellet*; excellent river-baths), a town with 8800 inhab., charmingly situated on the *Eskilstunaå*, derives its name from *Eskil*, an Englishman, Archbishop of Lund, and one of the first preachers of Christianity in Södermanland. The tradition that he was stoned by the heathen populace at Strengnäs and buried here is unfounded. He resigned his prelacy a few years before his death and retired to the Bernardine monastery of Clairvaux in France, where he died in 1181. A Bernardine monastery founded here in the 12th cent. was suppressed in 1527 by Gustavus Vasa, who erected on its site a royal palace, which was burned down in 1680. Fragments of the building are still to be seen in the churchyard. In 1654 the first metal-works were established here by a Livonian from Riga, and in 1659 municipal privileges were conferred on the town. Since that period, and particularly since the completion of the canal to Thorshälla in 1856, *Eskilstuna* has become a famous manufacturing place, the 'Swedish Sheffield', the staple commodities being iron and steel wares. The town consists of the *Gamla Stad* on the E. bank, the *Nya Stad* on the W. bank, the adjoining *Fristad*, and the *Karl Gustafs Stad*. The most important establishments are *Karl Gustafs Gevärsfaktori*, or gun-manufactory belonging to government, on an island in the river, founded in 1814; *Munktel's Foundry and Engine-Works*, opposite; the *Tunafors* rolling and polishing-works, belonging to a company, to the S. of the town; and the *Stålfors* cutlery works, which produce excellent goods at moderate prices. Damascened wares form a specialty of the famous steel-works in the *Fristad*. *Eskilstuna* possesses a *Technical School*, where a collection of the manufactures of the place is exhibited. — The favourite places of recreation in the neighbourhood are the

*Djurgård*, *Sommarro* to the W. of the *Fristad*, and *Snopptorp's Helsebrunn* to the S.

From Eskilstuna a STEAMBOAT plies 4 times weekly to Stockholm, viâ *Thorshälla* and *Strengnäs* (p. 346). — About 7 Engl. M. to the N.E. of Eskilstuna is the church of *Jäder*, the burial place of Axel Oxenstjerna (d. 1654), containing a few memorials of the Thirty Years' War. Adjacent is the large estate of *Fiholm*, on Lake Mälaren.

40 Kil. (25 M.) *Skogstorp*; 45 Kil. *Hållsta*; 61 Kil. *Helleforsnäs*; 69 Kil. *Mellösa*.

65 Kil. (40 M.) **Flen**, the junction of the *Vestra Stambana* (p. 293; for Stockholm).

76 Kil. (47 M.) *Vadsbro*; 96 Kil. *Bettna*; 103 Kil. *Vrena*; 111 Kil. *Stigtomta*; 116 Kil. *Larslund*, all in the district of *Södermanland* (p. 292), with its numerous lakes.

125 Kil. (78 M.) **Nyköping** (*Assemblée-Källaren*), a town with 4400 inhab., at the mouth of the *Nyköpingså*, which drains several lakes and here falls into the *Stadsfjärden*, a bay of the Baltic. Nyköping is the capital of the län of the same name, and is frequently mentioned in the early history of the country. The water of the river, which forms a fall here, is utilised as the motive power of the *Nyköpings Mekaniska Verkstad*, a large machine factory. — Steamer to Stockholm twice weekly, to Norrköping once weekly.

133 Kil. (82½ M.) *Stjernholm*. 138 Kil. (86 M.) *Oxelösund*, with a good harbour. The steamer plying on the Göta Canal, between Gothenburg, Jönköping, and Stockholm, calls here (see p. 301).

## 45. From Stockholm to Upsala.

A visit to UPSALA is best made as an excursion from Stockholm, the traveller either going there and back by train, or going by steamer and returning by rail. Travellers on their way to Östersund and Throndhjem (R. 49) may visit Upsala in passing. The excursions from Upsala to Gefle, Falun, etc., are not interesting enough to be recommended to the ordinary tourist.

### a. By Railway.

66 Kil. (41 Engl. M.). RAILWAY in 1 hr. 25 min. to 3½ hrs. (express fares 5 kr. 65 ö., 4 kr.; ordinary, 4 kr. 65, 3 kr. 50, 2 kr. 35 ö.; return-tickets, available for two days, 6 kr. 95, 5 kr. 20, 3 kr. 50 ö.).

The train starts from the Central Station (p. 312), and passes *Karlberg* (p. 341) on the left and *Rörstrand* on the right. The line to Värnan (p. 340) diverges to the right, and the line to Vesterås to the left (R. 42). To the right is the church of *Solna*. — 7 Kil. *Jerfva*, from which a road leads to (20 min.) *Ulriksdal* (p. 343). Farther on we observe *Edsberg* on the right, at the N. end of the *Edsvik*, and *Sollentunaholm* on the *Norrsvik* (with the church of Sollentuna to the left). 19 Kil. *Rotebro*, 24 Kil. *Väsby*.

32 Kil. (20 Engl. M.) *Rosersberg*, the station for the \*CHÂTEAU OF ROSERSBERG (*Rosersbergs Slott*), situated 1½ Engl. M. to the W. on a bay of Lake Mälaren and not visible from the train. The

place derives its name from the family of *Tre Roser*, to which it once belonged. It next came into the possession of the famous Oxenstjerna, and afterwards became the property of the crown. It was a favourite residence of Charles XIII. and of his adopted son Bernadotte. The picture-gallery contains busts of these monarchs and others in marble, by *Byström*, Etruscan vases, etc. The library consists of 7000 vols., a catalogue of which, written by Charles XIII. himself, is shown. His bedroom is also preserved in its original condition. A visit to Rosersberg by the small Sigtuna steamer (see below) forms a pleasant excursion from Stockholm. (The Upsala steamer does not touch here.)

From (36 Kil.) *Märsta* a visit may be paid to (8 Kil.) *Sigtuna* (p. 352); the road turns to the left after 3 Kil. and finally crosses the *Garnsvik*. 48 Kil. *Knifsta*, 59 Kil. *Bergsbrunna*. We now obtain a fine view of the plain of Upsala (*Upsala-Slätten*), the cradle of Swedish culture, with the churches of *Danmark* and *Vaksala*.

About 1½ Engl. M. to the E. of Bergsbrunna lies the village of *Danmark*, whence we may walk in ½ hr. to *Hammarby*, with the country-house of *Linneus*, in which he died in 1778. The house has recently been restored and contains a small memorial museum. — Near Hammarby are the celebrated *Mora Stones* (*Morastenar*). The ten stones now remaining are enclosed in a stone building erected in 1770, but probably few of them are genuine. It was here that the newly elected kings swore to observe the laws of the country, and they thereupon received an oath of allegiance from the *tagmän*, or judges, in the name of the people, who prayed that God might grant the king a long life, taking care to add the reservation, 'if he be a good king'. The original Mora Stones, which had all disappeared by the time of Gustavus Vasa, consisted of a large stone, resting on several smaller ones, adjoining which were placed the *hyllningsstenar*, or 'homage-stones', on which the new king mounted to show himself to the people. By the homage-stone, on the election of each new sovereign, was placed a smaller stone bearing his name and the date. It is of these last alone that the Mora Stones now consist.

The train crosses the *Säffjåå*, an affluent of the *Fyriså*, approaches the latter stream at *Ultuna*, traverses *Kungsängen* ('the king's meadow'), formerly the *Fyrisvall*, and soon enters the handsome station of (66 Kil.) *Upsala* (p. 354).

#### b. By Steamboat.

90 Kil. (56 Engl. M.). STEAMBOAT daily in 5 hrs., starting from *Riddarholmen* (Pl. D, 5) at 9 a.m. (fare 2 kr.). Another boat, leaving the *Munkbrohamn* (Pl. D, 5), about noon, plies to *Sigtuna* (3 hrs.; 1½ kr.) and *Örsundsbro*.

The scenery is somewhat monotonous, and the steamer is a slow conveyance, which stops at nineteen intermediate stations; but those who have ample time will prefer it to the train, at least for the journey to Upsala. The first station is *Nockeby*, where a wooden bridge connects the mainland with the *Kersö*, from which another bridge crosses to *Drottningholm* (p. 343). The broad expanse of Lake Mälaren is quitted here, and the steamer threads its way between the islands and the mainland, crossing several *fjärdar* (bays). On the right lies the pleasant estate of *Hesselby*,

beyond it that of *Riddarsvik* (station), and to the left is the island of *Svartsjö* (p. 344). Farther on we pass, on the right, the château of *Görvåln*, built by Duke John, brother of Charles X., and on the left that of *Lennartsnäs*, once the property of Lennart Torstenson (d. 1651), one of the most distinguished generals of Gustavus Adolphus in the Thirty Years' War. We now reach the narrow strait of *Stäket* (said to be a word of Finnish origin), an island in which, called *Almare-Stäket*, contains a few fragments of the castle of *St. Erik's Borg*. An ancient stronghold which stood here was destroyed by the Esths in 1187, and a castle was afterwards erected on the same site by Nikolaus Ragvaldi, Archbishop of Upsala. At a later period it was occupied by Archbishop Gustaf Trolle, a powerful opponent of the administrator Sten Sture the Younger, who took the castle and destroyed it in 1517. This strait forms the entrance to a long and narrow arm of the lake called *Skarfven*. We next pass the estate of *Runsa* on the right. Beyond it, in a bay on the right, lies the château of *Rosersberg* (p. 350), which is called at by the Sigtuna steamer, but is not visible from the Upsala boat. Farther on, we observe to the right the recently restored château of *Steninge*, once the property of Marshal Fersen, who was murdered by the populace at Stockholm in 1812. The park contains a monument to his memory. We now enter the *Sigtuna-Fjärd*, in which, to the right, lies —

**Sigtuna** (no hotel; restaurants only), once one of the largest and handsomest towns in Sweden, but now containing 500 inhab. only. It was founded at the beginning of the 11th cent. by King Olaf Erikson, and was destroyed by the Esths in 1187. They are said to have carried off the two massive silver doors of the choir of one of the churches, which now adorn a church in Novgorod. All that remains of the ancient buildings of Sigtuna consists of the scanty ruins of the churches of *St. Peter*, *St. Lawrence*, *St. Olaf*, and *St. Nicholas*. The present church once belonged to a Dominican monastery. The place is prettily situated, and commands a fine view of the lake. Route to Märsta, 8 Kil., see p. 350.

To the left we next observe the *Signildsberg*, the site of a still more ancient town of Sigtuna (*För-Sigtuna* or *Foru-Sigtuna*), the scene of the saga of Hagbart and Signe. On the same bank lies *Hätunaholm*, with the church of *Hätuna*, where dukes *Eric* and *Valdemar* took their brother King Birger prisoner in 1306 and compelled him to grant them extensive privileges. The following year Birger revenged himself by inviting them to Nyköping, where he caused them to be thrown into prison and starved to death, an act of barbarity which cost him his throne. The three brothers are interred in the choir of the *Storkyrka* at Stockholm. Beyond *Erikssund*, *Finstaholm* (stations), and the church of *Hüggeby*, the arm of the lake expands into the *Skofjärd*, on the left side of which rises the —

\* **Skokloster** (properly *Skogkloster*, 'forest monastery'; station), an imposing château, on the site of a monastery which originally belonged to the Dominicans and afterwards to Cistercian nuns. The convent was suppressed by Gustavus Vasa, and was presented by Gustavus Adolphus to Marshal Herman Wrangel, whose son Charles Gustavus Wrangel erected the present château in the style of that of Aschaffenburg in Germany and filled it with treasures captured during the Thirty Years' War. After his death it passed into the possession of Count Brahe, his son-in-law, and still belongs to the same family. The building is square in form, each side being 140 ft. long, and encloses a court in the interior. At each corner rises a handsome tower roofed with copper.

A great part of the <sup>INTERIOR</sup> is still in an unfinished condition. The handsome *Vestibule* is borne by eight Ionic columns of white marble, which were presented by Queen Christina. The *Kungssal* has a richly decorated stucco ceiling. The staircases and vestibules are embellished with numerous portraits (including those of several of Marshall Wrangel's Scottish auxiliaries), pictures by *Ehrenstrahl* and others, and rich tapestry. The very valuable *Collections* preserved here comprise a *Library* containing 30,000 vols. and numerous MSS., and an *Armoury* with 1200 guns of various kinds, a number of swords, daggers, and bows, the sword of Ziska, the famous Hussite leader, the sword used by the executioner at the 'Blood-bath of Linköping' (p. 303), and the shield of Emp. Charles V., said to have been executed by Benvenuto Cellini, and captured at Prague in 1648.

Near the château is the handsome Gothic \**Skokyrka*, which originally belonged to the monastery. It contains the burial-chapel of Marshal Herman Wrangel and an equestrian statue to his son, a handsome pulpit, and an interesting altar-piece. The font and a figure of the penitent Magdalene were brought from the monastery of Oliva near Dantzic. Here, too, is buried *Hedvig Charlotta Nordenflycht*, 'the Swedish Sappho', who on account of a disappointment in love threw herself into a river and died shortly afterwards (1763). — The overseer of the estate provides visitors with board and lodging if required. The traveller may now row to *Alsike*, and drive thence to the (7 Kil.) Knifsta railway-station (p. 351).

Beyond Skokloster the steamer enters the *Fjärd Ekoln*. On the right are the church of *Alsike* and the estate of *Krusenberg* (station); on the left the churches of *Åker*, *Dalby*, and *Näs*. To the right, farther on, is *Kungshamn*, where the kings of Upsala are said once to have kept their fleet. At stat. *Flötsund* the steamer enters the muddy *Fyriså*. To the right stretches the fertile plain of Upsala, with the churches of *Danmark*, *Vaksala*, and *Gamla Upsala*. On the left is the agricultural school (*Landbruks-Institutet*) of *Ultuna*. The river expands considerably at two places, beyond which *Upsala* comes in view and is soon reached.

## 46. Upsala.

**RAILWAY STATION** on the E. side of the town (Pl. D, E, 3, 4). Steamboats stop opposite the *Strömparterre* (Pl. D, 4, 5) on the S. side.

**Hotels.** *HOT. SVEA*, JERNVÄGS-HOTEL (Pl. 10; D, 4), and *GEFLE*, all in the Kungs Gata, near the railway-station. \**HOT. ST. ERIK*, Bangårds-Gatan (Pl. D, 4). — \**STADS-HOTELLET*, Drottning-Gatan (Pl. C, 4), with good restaurant and café.

**Restaurants.** \**Upsala Gille*, Vestra Ågatan 6; *Hot. Phoenix*, also in Vestra Ågatan; \**Vauxhall* (Pl. D, 3; known as *Rullan*). at the station, in summer only. Among the cafés may be mentioned that of the \**Strömparterre* (Pl. D, 4, 8), at the steamboat-pier, with a pleasant garden where a band plays in the evening.

**Baths.** *Hydropathic Establishment*, by the *Slottskällan*, below the Slott. *River and Swimming Baths* by the Dombro and beyond the Svartbäckstull (on the road to Gamla Upsala).

**Reading Room**, with foreign newspapers, at the *Upsala Gille*, Ved-Torget; admission 50 ö., or for a month 1 kr.

**Bookseller.** *Akademiska Bokhandeln*, Dombro; *Lundegvistska Bokhandeln*, Drottning-Gatan and Östra Ågatan. Fine series of views of Upsala and Sigtuna by *Billmark*, 24 kr.; *Upsala i Taflor*, twelve views by *Nay*, 6 kr.

**Cabs (Åkare)** at the railway-station and the steamboat-pier. Drive in the town for 1 pers. 50, for 2 pers. 75 ö.; to *Gamla Upsala* 2 kr., with two horses, 3-4 pers., 4 kr.; to *Eklundshof*, 1-2 persons, 50 ö.; to *Ultuna* 1½-2 kr.

**Promenades.** *Odinslund*, between the cathedral and the university; *Slottspark*; also 'Parken' on the Pollacksbacke on the S. side of the town, especially during the drill of the 'Indelta Armee'. Shady walks on the W. side of the town. — **Views** from the *Slott* and from the steps of the University; finest view of the Cathedral from the Östra Ågata, near a mill-weir in the Fyriså.

**University Collections.** *Botanic Garden*, always open.

*Coins and Northern Antiquities*, St. Lars-Gatan 2; apply to the 'amanuensis'.

**Library**, open during the vacation (June 1 — Sept. 15) on Tuesdays and Fridays, 11-1 o'clock, on other days on application to the librarian or to an 'amanuensis'; during term-time it is open every week-day from 10-30 to 2-30.

*Linné's Garden* ('Linnéanska Trädgården'), Svartbäcks-Gatan 27, may conveniently be visited on the way to Gamla Upsala.

**Mineralogical Collections** in the Chemical Laboratory (*Nya Kemiska Byggnaden*), Tuesdays and Fridays, 12-1.

*Physical Cabinet*, in the same building, Wed. and Sat., 12-1.

**Picture Gallery** ('Muscet för Bildande Konst'), in the Gustavianum, to the W. of the cathedral, Sat. 1-2.

**Zoological Museum**, in the Gustavianum, open on week-days. The same building contains *Mawlin's Natural History Museum* (apply to the 'konservator').

*Upsala* ('the lofty halls'), the most famous university-town in Sweden, and the residence of the archbishop, the 'landshöfding', and other dignitaries, with 17,700 inhab., lies on both banks of the *Fyriså*, which is crossed by five bridges. The modern part of the town (*Staden*) lies on the flat E. bank, while the older quarters (*Fjerdingen*) are on the somewhat abrupt W. bank. The extension of the town indicated on the Plan has as yet been scarcely begun. It was formerly called *Östra-Aros*, and at the period when the kings of Sweden resided at Gamla Upsala it formed their commercial town and harbour. In 1276 the head-quarters of the archiepiscopal see, which had been





founded a century earlier, were transferred from Gamla Upsala to the present town, while the kings selected Stockholm as their future residence. Like Throndhjem in Norway, Upsala may be regarded as the historical centre of the kingdom to which it belongs. Anciently it also formed the great stronghold of paganism, memorials of which abound in the tombs and monuments of the neighbourhood; and it was here that the apostles of Christianity encountered the most determined opposition. *Geijer*, in one of his most beautiful poems, 'Den Sista Skalden' (the last of the bards), represents the venerable bard on his return home extolling the magnificence of the temple of Upsala, beneath the lofty arches of which Svithiod's mighty gods were enthroned, and he afterwards depicts the burning of the sanctuary and the baptism of the terrified inhabitants in the Fyriså. It is in these historical and mythical associations that the interest attaching to Upsala to a great extent consists. The chief modern centre of attraction is the university, which was founded in 1477.

The \*Cathedral (Pl. C, 3) is picturesquely situated on a height (*mons domini*) rising above the Fyriså. The exterior, with its two towers, which were intended to be 388 ft. in height, has been disfigured by restorations, but the interior, though plain, is very impressive. The strictly Gothic style of the architecture recalls that of some of the French cathedrals, and is accounted for by the fact that the architect was *Etienne de Bonneuil*, a Frenchman. The edifice was begun in 1289 and completed in 1435, but was partly destroyed by fire in 1702. It consists of a nave with aisles, a transept, and a choir, the last forming a prolongation of the nave, while the retro-choir is a continuation of the aisles. The handsome vaulting is borne by 24 pillars. The windows are lofty and narrow. Between the flying buttresses, which are enclosed within the walls of the building, are a series of chapels on each side, forming a third and fourth aisle respectively. These chapels are also carried round the choir, where they contain the most celebrated monuments in the cathedral. In the interior the church is 359 ft. long, 103-136 ft. broad, and 90 ft. high. The roof rises to a farther height of 23 ft., and the towers, as far as the lanterns added by *Härleman*, are 178 ft. high. About 1 million kr. have been subscribed by government, the town of Upsala, and private persons for the restoration of the building. The 'Klockare', who lives in the adjacent 'Domtrapphus', understands a little German (fee 1/2-1 kr.).

Among the objects of interest in the interior are the pulpit, designed by Tessin, the large organ, the altar (by Burchard Precht of Rome, 1731), and the candelabra (*ljuskronor*), one of which, in silver, weighs 52½ lbs. To the right of the altar is the silver-gilt sarcophagus of *King Erik IX.*, the patron saint of Sweden, who was killed here in 1160 by the Danes. At the back of the altar is the tomb of *Jacob Ulfson* (1421-1521), Archbishop of Upsala. The chief boast of the cathedral, however, is the \*Burial Chapel of *Gustavus Vasa* ('Gustavianska Koret': d. 1560), at the back of the choir. The walls

of the chapel are embellished with two large and five small frescoes by *Sandberg*, representing scenes from the life of the great monarch, and are inscribed with the words of his last address to the Estates in 1560. In the centre of the chapel is placed his recumbent figure, between those of *Catherine of Lauenburg* and *Margaretha Lejonhufvud*, his first two wives, on a pedestal ('castrum doloris') with obelisks at the corners. His third wife, *Karin Stenbock*, who survived him upwards of sixty years, is also interred in this chapel. The handsome stained-glass windows are by *Way*. The *Chapel of Katarina Jagellonica* contains the sumptuous monument in marble to *John III*, (d. 1592), which was executed in Italy, but wrecked on the voyage from Leghorn to Sweden, and taken to Dantzic, where it remained till 1785. The other chapels around the choir belong to the illustrious families of *Sture*, *Brahe*, *Öxenskjerna*, *Lejonhufvud*, and *De Geer*. The monument of *Linnaeus* is in the *Banér Chapel*, which adjoins the N. aisle, while the remains of the great naturalist repose under the organ-loft. It consists of a pyramid of porphyry, with a bronze medallion of Linné by *Sergel*, and bears the inscription: '*Carolo a Linné Botanicorum Principi Amici et Discipuli. 1798*'. — The Sacristy contains many curiosities and precious relics, including ecclesiastical vessels in gold and silver, vestments, crowns, sceptres, the clothes of the *Sture* who were put to death by *Eric XIV.* (in 1568), the derisive gift of King *Albert* of Mecklenburg to Queen *Margaret* (a stone for sharpening her needles), and her retort in the shape of a banner formed out of her own under-garments.

The traveller should walk round the outside of the church and inspect the *Choir* and the imposing lateral \**Portals*. To the N. of the cathedral is the *Eriks Källa* (Pl. 25), or Spring of St. *Eric*, which is said to have burst forth on the spot where the saint was killed.

To the W. of the cathedral rises the large new building of the **University** (Pl. 31; D, 3, 4), erected since 1877. The University, founded by *Sten Sture* in 1477 and richly endowed by *Gustavus Adolphus*, is now attended by about 1700 students. There are over 50 professors, and as many lecturers and tutors.

On entering the university each student is bound to attach himself to one of the thirteen 'nations', each of which, somewhat like the colleges of Oxford and Cambridge, possesses its own buildings, presided over by curators, inspectors, and a committee of management. The members of each nation are divided into *seniores*, *juniores*, and *recentes*. On the choice of a 'nation' depends to a great extent the character of the student's education and his future career, and each retains his rights of membership for life. Duelling, to which severe penalties were attached by a law of 1682, has long been unknown in Sweden. One of the chief 'national' recreations is quartett-singing.

To the S. of the cathedral is the *Trefaldighets-Kyrka* (Pl. 30; B, C, 4), or *Bondkyrka* ('church of the Trinity', or 'of the peasants'), an older edifice than the cathedral, but now uninteresting. It belongs to the rural part of the parish of *Upsala*. Farther on is the *Odins Lund* (Pl. 21; B, 4), a promenade adorned with an obelisk to the memory of *Gustavus Adolphus*. We next reach the *Carolina Rediviva* (Pl. 2; B, 4; adm., see p. 354), a handsome building (with fine view from the flight of steps) containing the valuable library of the university (230,000 vols. and 7000 MSS.), the chief treasure of which is the famous \**Codex Argenteus*, a translation of the four Gospels into *Mæso-Gothic* by *Bishop Ulphilas*,

dating from about the second half of the 4th century, written on 188 leaves of parchment in gold and silver letters on a reddish ground. This precious MS., which was captured in the Thirty Years' War, was presented by Queen Christina to Vossius, her librarian, and was purchased from him for 400 crowns by De la Gardie, the chancellor of the university. It is to this work of Ulphilas that we are almost exclusively indebted for our knowledge of the ancient Gothic language, which stands nearly in the same relation to the Germanic languages as Sanscrit to the whole Aryan family.

In front of the library is the *Carolinu Park* (Pl. B, 4), with a *Monument of Charles XIV. John* (Bernadotte, d. 1844), by *Fogelberg*, and numerous Runic stones. To the S.W. of the park rises the handsome *Chemical Laboratory* (Pl. B, 4), with the *Physical Cabinet* (adm., see p. 354).

A little farther on in the same direction is the *Botanic Garden* ('botaniska trädgården; Pl. A, 5), which is always open to the public. The botanical lecture-room contains a marble *Statue of Linnaeus* by *Byström*. The celebrated botanist resided at No. 27 Svartbäcks-Gatan (Pl. 11; C, 3), and in summer at *Hammarby* (p. 351).

To the E. of the botanic garden rises the large and unpleasing **Slott** (Pl. C, 4), a castle founded by Gustavus Vasa in 1548, but never completed. In front of it is a bust of the founder by *Fogelberg*. In this castle Eric XIV. caused the ill-fated *Sture* to be murdered, and it was here that Queen Christina abdicated. The N. tower and the *Styrbiskop* (built to 'overawe the bishops') are now in ruins. Fine \**View* from the castle, to the N. of which Gamla Upsala is visible. — A little farther on are the new *Hospital* (*Sjukhus*) and the grounds of the *Strömparterre*. Farther to the S. is the *Polacksbacke*, another good point of view (comp. Pl. C, D, 5).

The principal university-buildings not yet mentioned are the *Gustavianum* ('Gustavianska Akademien'; Pl. 7; B, 3), with zoological and other collections; the *Observatory* ('Astronomiska Observatoriet'; Pl. A, 3); the *Regnellæanum* (Pl. 23; C, 4), Trädgårds-Gatan 18; the *Anatomy Building* ('Anatomi Bygnaden'; Pl. 1; D, 4), Vestra Ågatan 26; the *Collection of Coins and Northern Antiquities* ('Myntsamling och Nordiska Fornsaker'), St. Lars-Gatan 2.

The *Cemetery* (Pl. A, 4) situated to the W. of the library, deserves a visit. Among the numerous monuments of distinguished men is that of *Geijer* (d. 1847), the historian and poet. The monuments of the different 'nations' of the students should also be noticed (see p. 356).

**EXCURSIONS.** The most interesting spot near Upsala is \***Gamla Upsala**, about 3½ Engl. M. to the N.E., the first station on the railway to Gefle (p. 359). On foot or by carriage (see p. 354) we may reach it either by the shadeless high-road to Gefle, turning to the right after 2 Engl. M. and following the bye-road round the

hill, or more directly by the road diverging after  $\frac{1}{2}$  M. from the Gefle road and running parallel with the railway. Here are the three *Kungshögar*, or Tumuli of the Kings, named after the Scandinavian gods, *Thor*, *Odin*, and *Freyr*, each about 58 ft. high and 225 ft. in diameter. One of them was opened in 1845 and another in 1874, when evidence of their having been thrown up by human hands was found. Near them is the *Tingshög* ('assize hill'), 39 ft. in height, from which the kings down to Gustavus Vasa used to address their subjects.

FROM UPSALA TO NORRTELJE, 81 Kil. (50 Engl. M.), railway in 4 hrs. (fares 5 kr. 70, 3 kr. 25 ö.). — The intermediate stations are of no importance. 21 Kil. *Lenna*. 41 Kil. *Knutby*. At (50 Kil.) *Rimbo* is the junction with the direct line to Stockholm, now in progress. — *Norr-telje* (*Stadshotel*), a busy little trading town with 4000 inhab. lies in a pretty district at the W. end of the bay of *Telgevik*, on the Baltic. In summer it is a favourite watering-place.

#### 47. From Upsala to Gefle.

114 Kil. (71 Engl. M.). RAILWAY in 4-5 hrs. (fares 6 kr. 85, 4 kr. 60 ö.).

The scenery is uninteresting, but a visit may be paid on the way to the waterfall of the *Dalelf* at *Elfkarleby* and to the famous iron-mines of *Dannemora*.

The train at first follows the course of the *Fyriså*.

4 Kil. *Gamla Upsala*, with the *Kungshögar* to the left. 12 Kil. *Stor-Vreta*. Beyond (20 Kil.) *Vattholma* is the interesting château of *Salsta*, erected by Tessin. 38 Kil. *Vendel*.

43 Kil. (27 M.) **Örbyhus**. The château, now the property of Count de Geer, belonged for nearly two centuries to the celebrated Vasa family and was fortified by Gustavus Vasa. It was here that his unfortunate and half-insane son Eric XIV. was poisoned by order of his brother John III. on 25th Feb., 1577.

FROM ÖRBYHUS TO DANNEMORA, 9 Kil., by a branch-line in 25 min. (fare 70 or 45 ö.). The famous *Mines of Dannemora*, which yield the best iron in Sweden, occupy an area of about 2 Engl. M. in length by 30-380 yds. in width. They lie at a depth of 27 ft. below the *Grufsjö*, against the encroachment of which they are protected by means of a massive wall of granite, 37 ft. high at places. The best time to visit the mines is in the forenoon. They are very cold, and at places they contain masses of ice, sometimes assuming grotesque forms. The miners generally work by the light of coal-fires. The air is oppressive, and the ground slippery.

One of the largest of these mines is that of *Österby*,  $\frac{1}{4}$  Engl. M. to the E., the property of Baron Tamm, with a handsome mansion, a park, a steam-hammer and other works, and a church, together forming quite a little town. The château contains a valuable picture-gallery and sculptures by *Sergel*, *Fogelberg*, and *Bystrom*. — The productive mines of *Leufsta* or *Löfsta* are about 20 Engl. M. to the N. of Dannemora.

Beyond Dannemora the train runs on to (43 Kil.) *Harg* on the Baltic in 2 hrs. more.

48 Kil. (30 M.) *Tobo*, with extensive iron-works; 61 Kil. *Tierp*, on the *Tierpså*, in a fertile district. Numerous forges in every direction. 69 Kil. *Orrskog*, whence a branch-line runs to *Söderfors* on the *Dalelf*, an anchor-manufactory, driven by the

falls of the river, and also belonging to Baron Tamm. It is a prettily situated place, forming a little world of its own.

88 Kil. (54 M.) *Elfkarleö*. The train crosses the Dalelf here by means of a bridge of six arches, 408 ft. in length, and a viaduct 437 ft. long. Visitors to the waterfall of *Elfkarleby*, about 2 Engl. M. lower down the river, alight here. The fall is 49 ft. high and 250 ft. in width, and the volume of water is very large; but, like the principal waterfalls at Trollhättan, it is divided into two parts by an island in the middle of the stream, whereby its effect is diminished. The environs of the fall are tame and uninteresting. Below it is the *Stone Bridge of Charles XIII.* (Inn), which affords a good survey of the scene. From this point the traveller is recommended to drive to (98 Kil.) *Skutskär*, the next railway-station, a place with 1400 inhab., situated on the Baltic, and possessing extensive steam-saw-mills. Steamboats to Gefle, Elfkarleby, etc.; another steamboat also plies on the *Dalelf* daily from *Husby-Kungsgård*, near Elfkarleby, to *Avesta*, near Krylbo (p. 365).

Immediately beyond Skutskär is (99 Kil.) *Harnäs*.

114 Kil. (71 M.) *Gefle* (*Stadshuset*; *Central-Hotellet*), a rapidly increasing town, with 19,400 inhab., is an important commercial and manufacturing place, and the chief outlet for the export of the timber and metal yielded by the provinces of *Gestrikland*, *Helsingland*, and *Dalarne*. It owes its substantial modern appearance to the great fire of 1869, which destroyed the whole of the quarter on the N. bank of the *Gefleå*. Large *Shipbuilding Wharfs*. The town contains nothing to interest travellers, and the scenery is unattractive. A walk may be taken in the *Stadsträdgård* and on the bank of the *Gefleå*. — Steamboats ply frequently between Gefle and the principal ports on the Gulf of Bothnia; to Stockholm daily. A steam-launch plies daily between Gefle and the fishing village of *Bönan*, to the N.E. of the town.

FROM GEFLE TO OCKELBO (p. 365) 38 Kil. Railway in 1½ hr. through wood. No important stations.

FROM GEFLE TO FALUN, 92 Kil. (57 Engl. M.), railway in 3¾ hrs. (fares 5 kr. 50, 4 kr. 60, 2 kr. 75 ö.). — The country traversed is very uninteresting. Stations: *Valbo*; *Margrethill*; *Sandviken*, on the *Storsjö*, with extensive Bessemer steel-works; *Kunstgården*. At (38 Kil.) *Storvik* the line is crossed by the Sala and Krylbo railway (R. 49). 55 Kil. *Robertsholm*; 59 Kil. *Källviken*. The train now enters the province of Dalecarlia. At *Ryggen* it reaches its highest point (704 ft. above the sea-level). Near (87 Kil.) *Korsnäs* (370 ft.), with large iron-works and saw-mills, we obtain a pleasant view of the *Runn-Sjö*. 92 Kil. (57 M.) *Falun*, see p. 362.

## 48. From Gothenburg to Falun.

478 Kil. (296 Engl. M.). Railway (*'Bergslagens Jernvägar'*) in two days, spending the night at *Daglösen* (fares. 35 kr. 30, 17 kr. 65 ö.). — The railway, which traverses the provinces of Dalsland, Vermland, Vestmanland, and Dalecarlia and connects the rich mining district (*'Bergslager'*) of Vermland with the great S.W. port of Sweden, offers few attractions to the tourist. The trains are slow, the scenery for long distances together is destitute of special attraction, and even Falun itself is uninteresting. Most tourists will therefore avoid this journey, although it is included in the district for which circular tickets are issued by the Swedish railways.

From *Gothenburg* to *Örnered* (82 Kil., 51 Engl. M.), the junction of the *Venersborg-Uddevalle* line, see p. 288. To the N. we have a view of the *Halleberg*, and the *Hunneberg* (p. 289). — The line runs to the N., passing (97 Kil.) *Frändefors*, (106 Kil.) *Brålanda*, and (114 Kil.) *Erikstad*, to —

123 Kil. (76 Engl. M.) *Mellerud* (*Rail. Rest.*; *Inn*, close by, simple), junction of the *Sunnanå-Fredrikshald* line (p. 278).

131 Kil. *Köpmannabro*, where the line crosses the *Dalstads Canal* (p. 277) which at this point issues from Lake *Venern*. — 144 Kil. *Ånimskog*, 155 Kil. *Tösse*. — 164 Kil. *Åmål*, a little town with 2000 inhabitants. View of the lake to the right.

Passing (181 Kil.) *Seffe*, the train crosses a canal of the same name, which connects the *Byelfven*, and through it the extensive *Glasfjord*, with Lake *Venern*, and then threads its way among the numerous lakes of *South Vermland*. — 189 Kil. *Vermlandsbro*, 200 Kil. *Segmon*, 210 Kil. *Grums*, 221 Kil. *Edsvalla*.

232 Kil. (144 Engl. M.) *Kil* (p. 307), the junction of the *Nordrestra Stambana* (R. 41), and of a short branch-line to *Frykstad*.

248 Kil. *Deje*, with a saw-mill and a waterfall, on the *Klartelf*, which the line here crosses by a handsome bridge. — 254 Kil. *Mölnbacka*, 264 Kil. *Molkom*, 271 Kil. *Lindfors*, 279 Kil. *Geijersdal*.

293 Kil. (182 Engl. M.) *Daglösen*, at the S. end of Lake *Daglösen*.

From *Daglösen* a branch-line runs in 20 min. to (7 Kil.) *Filipstad* (*Stadshotel*), also a station on the branch-line mentioned at p. 308, pleasantly situated at the N. end of the *Daglösen*. Finest view from the neighbouring *Hastaberg*. Numerous iron-mines in every direction. — Railway (72 Kil., in 5 hrs.) from *Filipstad* viâ *Mokärnshyttan*, not far from which is *Rämen*, where *Tegnér* spent a great part of his early life, to *Uddeholm* and *Edebäck* on the *Klartelf*, with extensive iron-works. The *'Uddeholms Actie-Bolag'*, which possesses numerous iron-works and several estates, is one of the most important industrial companies in Sweden.

304 Kil. (188½ Engl. M.) *Herrhult*, where our line is crossed by the branch-line from *Christinehamn* to *Persberg* and *Filipstad* (p. 308). — 326 Kil. *Grythytted*, 334 Kil. *Hellefors*, 341 Kil. *Sikfors*, 352 Kil. *Bredsjö*, all with iron-works. Numerous lakes are passed.

At (372 Kil.) *Ställdalen* the *Bergslagens* line crosses the *Frövi-Ludvika* line mentioned at p. 310; and these two lines run

parallel to each other from this point to (384 Kil.) *Hürken*, (392 Kil.) *Grängesberg*, (399 Kil.) *Klenshyttan*, and *Ludvika*. Between the lakes *Norra Hürken* and *Södra Hürken* the construction of the railway is an object of interest. At *Grängesberg* we cross the boundary between *Vestmanland* and *Dalecarlia*.

408 Kil. (253 Engl. M.) *Ludvika* (\**Inn*, not expensive), prettily situated on *Lake Vessman* (500 ft.), and connected by a branch-line (*Marnäs-Sandsta-Munkbo*; 18 Kil.) with *Smedjebacken* (*Gast-gifvaregård*), on the *Strömsholms Canal* (see below).

The *Strömsholms Canal*, which together with the lakes connected by it is about 60 Engl. M. in length, was constructed in 1777-95, and remodelled in 1842-60, for the purpose of connecting the great mining-districts of *Dalarne* with *Lake Malaren* and the *Baltic*. This water-highway reaches its highest level at *Smedjebacken*, from which it descends 325 ft. to *Lake Malaren* by means of 15 locks. Steamers ply between *Stockholm* and *Smedjebacken* almost daily, some starting from *Riddarholmen* (p. 315) and others from the *Kött-Torg*. Passengers are allowed to spend the night preceding the start and that succeeding the arrival on board. The passage between *Stockholm* and *Strömsholm*, through *Lake Malaren* (7-8 hrs.; comp. p. 343), is somewhat monotonous, but the canal itself is one of the most interesting in Sweden. We here describe the descent of the canal from *Smedjebacken* to *Strömsholm*.

The steamer first traverses the pretty *Norra* and *Södra Barken Lakes* (327 ft.), between which are the picturesque church and parsonage of *Söderbärke*. It next enters *Lake Vefungen*, where the classic soil of *Dalarne* (p. 363) is quitted, and then descends through three locks at *Semla*. At *Fagersta* (another lock) is one of the largest iron-works in Sweden, with rolling-mills, etc., where gun-barrels are largely manufactured for the *Karl Gustaf* establishment at *Eskilstuna* (p. 349). Other important manufactories are situated at *Uddnäs* (lock) and *Vestanfors* (lock), at which last Bessemer steel is largely manufactured. We now enter the *Stora Aspen Lake* and beyond it *Lake Amänningen* (250 ft.), a large sheet of water, on the E. bank of which the steamer touches at —

*Engelsberg*, a place of some importance, as it lies on one of the railways from *Stockholm* to *Storvik*, *Falun*, and *Gelle* (p. 365). — At *Virsbo* (lock) we enter the *Virsbofsjö*, beyond which follows a long canal-reach to *Seglingsberg* (lock), with another manufactory (also a railway-station). The steamer next traverses the lakes *Öfre* and *Nedre Nadden* (230 ft.) and another part of the canal, where two locks descend to —

*Ramnäs* (railway-station, p. 311), with numerous manufactories in the neighbourhood and a church, where the most picturesque scenery on the canal begins. The route next leads through the *Norrbystrom*, and past the extensive iron-works of *Surahammar* (two locks), into the *Öst-Svansjö* (179 ft.), which is quitted at *Älsåtra* (lock). A little farther on is *Trångfors* (three locks); then *Skansen* (Inn; two locks), the most beautiful point on the canal, and *Sörqvarn* (three locks). Whilst the steamer is passing through these eight locks, by means of which it descends about 126 ft., passengers have ample time to land and inspect the picturesque waterfalls of the *Kolbäcksa*, near *Sörqvarn*, and the surrounding scenery. Farther on, the steamer passes the waterfalls *Sörstafors* (with a large paper-mill) and *Prestfors* by means of a lock, beyond which it passes under the railway at *Kolbäck*. We next descend two more locks at *Vesterqvarn*, and then the last of the series at —

*Strömsholm* (*Fröken Ringholm's Hotel*), where the level of *Lake Malaren*, about 2 ft. only above the *Baltic*, is reached. *Strömsholm* lies at the influx of the *Kolbäcksa* into the lake. The old castle here was built by *Gustavus Vasa* (d. 1560) and presented by him to his queen *Katharina Stenbock*, who spent her widowhood here and died at the castle in 1621. Another royal residence, designed by *Tessin*, and still well preserved, was erected on the castle-island by *Hedvig Eleonora*, the queen of

Charles X. — An excellent stud of horses is kept here. — Railway from Strömsholm to Kolbäck (and Stockholm), see R. 44.

417 Kil. (258 Engl. M.) *Gräsberg*, 426 Kil. *Rämen*, on a lake of the same name ; 435 Kil. *Skrücke*.

455 Kil. *Borlänge* (*Domnarfvet's Hot.*, 10 min. from the station), junction of a branch-line to *Krylbo* (p. 365).

At (456 Kil.) *Domnarfvet*, a lofty bridge carries the line over the *Dalelf*, which here forms a waterfall. The important iron-works at *Domnarfvet* are said to be the largest in Sweden. The water-power required by the Bessemer steel-works here, belonging to the *Stora Kopparbergs Bergslag* in *Falun* (p. 363), is brought from the river by a tunnel 320 yds. long. There is a large saw-mill on the bank. — 461 Kil. *Ornäs*, at the S.W. end of *Lake Runn*, on which a steamboat plies.

*Ornäs* and the banks of the *Runnsjö* are classic soil in Swedish history. At the S.E. end of the lake is *Rankhyttan*, with the barn (*kungslada*) in which *Gustavus Vasa* when a fugitive and disguised as a *Dalkarl* once thrashed corn. At *Ornäs* he was enabled by *Barbro Stigsdotter* to elude his pursuers, to whom her husband *Arendt Persson* was about to betray him. His bed and other memorials are still shown here in the *Kungskammare*, from the window of which *Barbro* let him down by a long towel.

478 Kil. (296 M.) **Falun** (*Stadshotellet*, in the market-place ; *Nya Hotellet* ; *Falu Hotel*), the capital of *Dalarne* (*Dalecarlia*), with 7500 inhab., far famed for its copper-mines, lies between lakes *Vurpan* and *Tisken*, on both banks of a small stream, and in the vicinity of the *Runn-Sjö*. The town has obviously grown out of a group of separate villages, the names of which still survive. On the E. bank of the stream are *Östanfors*, *Lallarfvat*, *Öfra* and *Yttra Äsen*, *Slaggen*, and *Holmen*; on the W. bank *Presttågten*, *Gumla Herrgården*, and *Elsborg*. The principal buildings are the *Kristina-Kyrka* in the *Stortorg*, the *Kopparbergs-Kyrka*, with its green copper roof, the *Rådhus*, the *Gymnasium*, and the *Magasinhus*, which contains a collection of minerals. The *Villa* at *Lillarfvet* and *Manhem* to the E. of the town are popular resorts.

Towards the S.W. the whole face of the country presents the appearance of having been burned up by the *Rostvärk*, or smoke from the *Rosthög* ('roasting hills') which surround the mines. This smoke blackens all the wood exposed to its influence, and gives metals a spotted appearance, but it is believed to be an excellent disinfectant, and to have warded off cholera and other epidemics on several occasions. The fumes of the copper vitriol in the mine itself have still more marked preservative properties. In 1719 the body of a young man named *Matts Israelson*, with the sobriquet *Fet-Mats*, who had perished in the mines 49 years previously, was recovered, and was so well preserved that it was immediately identified by an old woman to whom he had been betrothed. For 21 years more it was preserved in a glass case, but at length fell to pieces and was buried.

The *Falu Grufva* or *Stora Kopparberget* (corrupted to *Kärberget*) has been known to history since 1347, but was probably worked at a still earlier period. The yield was formerly much larger than at the present day (20,000 skeppund, or about 3322 tons annually in the 17th cent., but now 4-5000 skeppund, or 664-830 tons only). At one time the mines of *Ätridaberg* in Öster-Götland (p. 304) even took precedence of those of Falun, but they now yield about 430 tons only per annum. As in the middle ages, therefore, the mines of Falun still claim the distinction of being the 'Treasury of Sweden' (*Sveriges Skatkammare*). The proprietors are called *Fjerdepartsegare*, of whom in the year 1616 there were as many as 1200. Each *Fjerdepart* is worth about 4000 crowns. The company is called the *Stora Kopparbergs Bergslag*.

Visitors (adm. from 9.30 a.m. to 4 p.m.) are provided with miners' attire (*öfverkläder*) at the mining-office (*grufstuga*) and with a miner (*stigare*) as a guide (fee  $1\frac{1}{2}$  kr.; additional fee for gunshots fired to awaken the echoes). The descent and ascent are accomplished by means of a lift. The ground is very wet at places, and the usual lighting very inadequate. - Even to those who have conscientiously resolved to see all the lions of Sweden the expedition can hardly be called a very attractive one. - The *Grufstuga* contains an interesting collection of portraits, old charters, antiquities, minerals, etc. A visit should also be paid to the *Kopparhytta*, where the ore is smelted.

### Excursion to Lake Siljan.

The most convenient starting-point for this excursion is *Borlänge*, which we reach by the railway mentioned at p. 362. Thence we proceed by the 'Siljans Railway' to (37 Kil.) *Insjön* (in  $1\frac{1}{2}$  hr.; fares, 3 kr., 1 kr. 85 ö.), passing *Lennheden*, where the line crosses the Dalelf, *Dufnäs*, the steep rock of *Djurmoklack*, *Djurås*, where the Vester and Öster Dalelf join, and *Gagnef*.

At *Insjön*, which lies on a little lake of the same name through which flows the Öster Dalelf, we embark in one of the steamers plying on Lake Siljan, and belonging to the 'Öster Dalarne' company (daily at 12 o'cl., with alternating routes; to Mora in  $3\frac{1}{2}$ -5 hrs.; fares, 4 kr., 1 kr. 75 ö.; return-tickets, a half more). The steamer steers first up the Öster Dalelf to ( $\frac{1}{2}$  hr.) *Leksand* (\**Inn*), situated on the *Östervik*, the S. bay of Lake Siljan. Here on Sunday mornings the traveller has a good opportunity of seeing the peculiar costumes of the natives, who assemble to church by land and water from all quarters. The *Käringsberg*, N. of Leksand, commands an extensive view.

**Lake Siljan** (553 ft.), called also 'Dalarne's Öga' (the eye of Dalecarlia), enclosed by partly-wooded banks of moderate height, owes much of its interest to the inhabitants of its banks, who have preserved many of their primitive characteristics. They are generally poor, owing to the great subdivision of the land, but they supplement their agricultural pursuits with the manufacture of watches, bells, furniture, grindstones, and with other crafts, which they carry on in

their own houses (*husslöjd*). Many of the young men (*Dalkarlar*) and young women (*Dalkullor*) seek employment in other parts of the country, and return with their earnings to settle in their native province. In their ideas of cleanliness they are somewhat behind the age, but there are very fair inns at all the principal places to which travellers resort. The best time to visit Lake Siljan is in the height of summer, when the vegetation is in perfection, and when the younger members of the community while away the long twilight with dances around the richly decked village may-poles.

Leaving Leksand, the steamboat reaches the principal part of the lake in about  $\frac{3}{4}$  hr. To the left is the *Björckberg*, rising from the middle of the peninsula of *Siljansnäs*. To the right opens the bay of *Rättviken*, at the head of which is the village of that name, with the \*Hotel Karlsvik and an old church, beautifully situated in the 'Arcadia of Dalarne.' The steamboat touches here twice weekly in each direction. — On Mon., Wed. and Frid. the steamboat steers hence directly to the N. end of the lake. The wide lake narrows at the large island of ( $1\frac{3}{4}$ -2 hrs. from Rättvik or Leksand) *Sollerön*, to the W. of which, on the mainland, rises the *Gesundaberg* (1125 ft.), the highest hill on the banks of the lake.

**Mora** (tolerable *Inn*, where a carriage may be obtained), a large village with a church, pleasantly situated at the N.W. end of Lake Siljan, with which various reminiscences of Gustavus Vasa are associated, lies 64 Kil. from Leksand and 43 Kil. from Rättvik. Here we spend the night, returning on the following day by the same route. Near the bank of the lake here is the so-called *Klockgropsbacke*, from which Gustavus once addressed the people. A little to the S.W. of Mora is *Utmeland*, where a monument marks the site of the cellar in which the wife of Tomt-Mats Larsson with great presence of mind concealed the fugitive Gustavus from his Danish pursuers, covering the entrance with a beer-vat. The room in the interior of the monument is adorned with three pictures, by *Höckert*, *E. Berg*, and *Charles XV*. The neighbouring *Kristineberg* commands a fine view.

On the days when the steamboat does not touch at Rättvik, it continues its voyage beyond Mora across the *Orsa-Sjö* immediately to the N. to the unimportant *Orsa*.

#### 49. From Stockholm viâ Upsala to Östersund and Throndhjem.

554 Kil. (530 Engl. M.). RAILWAY in 57 hrs., including two halts for the night at *Bollnäs* and *Östersund*. From Stockholm to *Storlien* we travel by the Swedish *Nord-Stambana*, and thence to Throndhjem by the *Norwegian Railway*. A through-train, accomplishing the entire distance in  $31\frac{1}{2}$  hrs., runs between the middle of June and the middle of August only. Fares from Stockholm to Throndhjem 45 kr. 70, 29 kr. 70 ö.; from Upsala to Throndhjem 41 kr. 70, 23 kr. 40 ö. The journey is tiresome, and can be recommended to tourists only as being the shortest route be-

tween Stockholm and Throndhjem, whether a visit to the Nordland (R. 29) or Moldefjord (R. 23) is combined with it, or whether the traveller wishes to return to Sweden after visiting the fjord from Throndhjem. In any case the traveller should not undergo more than one of the long railway journeys between Christiania and Throndhjem (R. 26) and between Stockholm and Throndhjem.

From Stockholm to (66 Kil.) *Upsala*, see pp. 350, 351. 79 Kil. *Vänge*; 86 Kil. *Åland*; 100 Kil. *Vittinge*; 107 Kil. *Morgongåfva*; 113 Kil. *Heby*.

128 Kil. (79 M.) *Sala* (*Jensen's Hôt.*; *Hôt. Sala*), a town with 4700 inhab., founded by Gustavus Adolphus in 1622, is famous for its *Silfvergrufva*, the principal silver-mine in Sweden. The yield was formerly very considerable, and the mine was styled 'Rikes skattkammare och yppersta klenod' (the treasury and chief gem of the kingdom), but it has greatly decreased of late years (now about 2300 lbs. only). Lead-ore and litharge are now the minerals chiefly worked here. A visit to the mine, which is nearly 1000 ft. in depth, is attended with less discomfort than in the case of the other Swedish mines. At the interesting *Sala Hytta* on the *Sala Damm*, to the N. of the town, the various processes of refining the silver should be inspected. — From Sala a railway diverges to the S. to Tillberga and Vesterås (p. 311). — 138 Kil. *Broddbo*; 150 Kil. *Rosshyttan*.

161 Kil. (100 M.) *Krylbo* (\**Rail. Rest.*), where we reach the *Dalelf*, the historic frontier river of Dalarne, is the junction for the railway to *Engelsberg* (p. 361), *Seglingsberg*, *Ramnäs* (p. 361), and *Tillberga* (p. 311). Generally a long halt here.

About 6 Engl. M. to the W. of Krylbo is *Brunnbäck*, where the Dalecarlians routed the Danes ('Jutar') in 1521.

'Brunnbäcks elf är väl djup, också bred,

Der sänkte vi så många Jutar ned.

Så kördes Danskar ur Sverige.' (Old Ballad.)

FROM KRYLBO TO BORLÄNGE, 64 Kil. (40 Engl. M.), railway in 2½-4 hrs. (fares 4 kr. 50, 2 kr. 60 ö.). — Stations: *Avesta* on the Dalelf, with large iron-works; 23 Kil. *Hedemora*, a small town with 1300 inhab.; 30 Kil. *Vikmanshyttan*; 37 Kil. *Kullsveden*, whence a branch-line diverges to *Bispegav*, with iron-works; 39 Kil. *Säter* (*Stadshotellet*), founded by Gustavus Adolphus, with 550 inhab.; in the neighbourhood is the pretty *Sättersdal* and the *Bispebergs Klack*, with a fine view. — 50 Kil. *Gustafs*; 57 Kil. *Stora Tuna*. Then (64 Kil.) *Borlänge*. From Borlänge to *Falun*, see p. 362.

Beyond Krylbo the train crosses the Dalelf by a bridge 660 ft. long and traverses a productive mining district.

165 Kil. *Jularbo*; 171 Kil. *Fors*; 179 Kil. *Morshyttan*; 185 Kil. *Horndal*; 190 Kil. *Byvalla*; 202 Kil. *Hästbo*; 209 Kil. *Torsåker*.

219 Kil. (136 M.) *Storvik* (*Rail. Rest.*; *Wahlgren's Inn*), the junction of the Gefle and Falun railway (p. 359).

The train now traverses the district of *Gestrikland*, parts of which are well-wooded and fertile. Numerous small iron-works. 226 Kil. *Åshammar*; 235 Kil. *Järbo*. 257 Kil. *Ockelbo*, with extensive iron-works, connected by rail with the mines of *Vindkärrn*. (From Ockelbo to Gefle see p. 359.) The train then crosses the

*Norrå.* 274 Kil. *Lingbo*, the first station in the province of *Hel-singland*; 284 Kil. *Holmsveden*.

300 Kil. (186 M.) *Kilafors*, whence a branch-line runs to *Kilafors Nedre*, on the *Bergrik*, a lake-like expansion of the river *Ljusne*. *Kilafors Nedre* is connected by steamer and railway with *Söderhamn* (p. 368). Our line now ascends the valley of the *Ljusne*, through a wooded and agricultural region. The river forms a chain of small lakes. Farther on the train crosses the *Voxna*, a feeder of the *Ljusne*.

317 Kil. (196½ Engl. M.) **Bollnäs** (\**Jernvägs-Hotel*, at the station; *Gästgifvaregård*), a considerable place with about 9000 inhab., and the station where several trains stop for the night. — 332 Kil. *Arbrå*; 337 Kil. *Vallsta*, on the *Orsjö*; 353 Kil. *Karsjö*, on the *Tefsjö*. In summer small steamers ply upon the *Orsjö* and the *Tefsjö*. The scenery now assumes more and more of a northern character, with deep valleys lying between lofty mountains. Beyond (365 Kil.) *Jerfsö* the line crosses the *Ljusne-Elf*. — 380 Kil. (236 Engl. M.) *Ljusdal* (Inn); about 20 Min. to the E. lies *Delsbo* on *Lake Dellen*, whence in summer a steamer sails to *Näsviken* (*Hudiksvall*, p. 368).

The line now skirts the *Vernesjö* and the *Letsjö* to (408 Kil. or 253 Engl. M.) *Hennan*, at the S. end of a lake of the same name (770 ft). 428 Kil. *Ramsjö*, 446 Kil. *Mellansjö*, also on lakes bearing the same names. The scenery beyond this point becomes wild and wooded. — 464 Kil. *Östavall*, the first station in the district of *Medelpad*, on *Lake Aldern*, an expansion of the *Ljungå*. The train follows the imposing river for some distance, crossing it twice, and runs through a wooded and hilly district. 473 Kil. *Alby*.

From (484 Kil. or 300 Engl. M.) *Ånge* (Inn) a branch-line runs to the E. to (38 Kil.) *Torpshammar*, whence it is continued to *Sundsvall* (p. 368). At *Torpshammar* there are large iron-works. The main-line proceeds to the N.W. 515 Kil. *Bräcke*, at the S. end of the *Refsundsjö*, along which the train runs, partly over embankments and partly through cuttings. A branch line from *Bräcke* to *Sollefteå* (p. 369) is about to be opened.

526 Kil. *Stafrö*; 539 Kil. *Gällö*. The name of (553 Kil.) *Pilgrimstad*, at the N. end of the *Refsundsjö*, preserves the memory of the mediaeval pilgrimages to the grave of St. Olaf in *Throndhjem* (p. 216). — 571 Kil. *Brunflo*.

The line next reaches the large \**Storsjö* (1010 ft. above the sea-level), surrounded with beautiful scenery, in which the dark pine and fir forests contrast finely with the yellow corn-fields. In the foreground lies the island of *Frösö*; and in the distance the dark *Oviksfjellen* and the *Äreskutan* (see below). In summer a steamer plies upon the lake, touching at *Brunflo*, *Östersund*, *Trångsviken* (see below), *Mörsill* (see below), and other places.

586 Kil. (363 M.) **Östersund** (*Jernvägs Hotel* at the station; *Gästgifvaregård*), the capital of the province of *Jemtland* and the seat of the 'Landhöfding' (governor), was founded in 1786 and has grown rapidly since the opening of the railway. It contains 3700 inhabitants. It is pleasantly situated on the E. bank of the Storsjö, opposite the lofty island of *Frösö*, with which it is connected by a bridge, 1420 ft. in length. The streets are broad and handsome, most of the houses being built of timber. On *Frösö*, near the bridge, stands a Runic stone to the memory of *Östmadur*, the son of *Gudfast*, the first Christian missionary to this district. The church on this island, with walls 10 ft. thick, is one of the oldest in N. Sweden. The churchyard commands a beautiful \*View of the lake, with the snow-covered mountains to the W.

Farther on, the line skirts the N. bank of the Storsjö, crosses the *Semså*. 597 Kil. *Åsjö*. — At (607 Kil.) *Krokom* the line crosses the *Indalsel*, after which we enter a dreary wooded and marshy region. Skirting the S. bank of the *Näldsjö* for a short distance we next reach —

618 Kil. (383 M.) *Näliden*. The train now crosses successively the *Forå*, which connects the *Näldsjö* with the *Alsensjö*, the *Ytterå* beyond (624 Kil.) *Ytterån*, the little *Qvarnä* beyond (633 Kil.) *Trångsviken*, and the *Semå*, near its entrance into the *Ockesjö*, beyond (644 Kil.) *Mattmar*. All these rivers and lakes form with the Storsjö an extensive inland water-system, upon which, as already mentioned, steamboats ply. — 655 Kil. *Mörsill*. — 665 Kil. *Hjerpen*, at the point where the *Hjerpström* enters *Lake Lichen*, whence the *Åreskutan* (see below) may be ascended in 5-6 hrs. (drive from the station in 'Skjuts' to the *Gästgifvaregård Hjerpen*, and thence past *Bonäset* and *Huså Bruk* to the base of the cone, which is ascended on foot).

Crossing the *Hjerpström* we proceed along the *Underåkerså* to (678 Kil.) *Undersåker*, and thence, skirting the *Åresjö*, to (691 Kil.) *Åre*, with copper-mines, at the foot of the *Åreskutan* (5380 ft.), which is ascended hence by a steep path in 2½ hrs. The view of the surrounding mountain chains and the numerous mountain lakes is very fine. Night-quarters and guides are to be found in the neighbouring villages of *Mörviken*, *Lund-Lien*, and *Viken*.

700 Kil. (434 Engl. M.) *Dufed*, the best starting-point for a visit to the *Tännfors*. The excursion takes about 5 hrs. in all, if a skyds has been ordered beforehand by a telegram to the station-master. We drive in 1¼ hr. to *Tännsjön*, on the lake of the same name, cross the latter by boat with two rowers in ½ hr., and then walk (no path) to the (1¼ hr.) \**Tännfors*, described as 'Sweden's most beautiful waterfall'. The fall, which is divided into two arms by the 'Bears' Rock', is about 100 ft. high and 40 ft. broad.

724 Kil. *Ånn*, on a lake of the same name; 735 Kil. *Enafors*,

on the *Enaelf*. The country round is chiefly wooded and marshy. — 748 Kil. *Storlien*, the last station in Sweden. The Norwegian continuation of the line to *Throndhjem* (854 Kil. or 530 Engl. M.) is described at p. 220.

## 50. From Gefle to Sundsvall and Håparända. The Swedish Norrland.

STEAMBOAT from Gefle to Sundsvall (43 sea-miles) in 27 hrs. (fares 13½, 11, 7 kr.), or from Stockholm, 80 M., in 40-48 hrs. (fares 15, 12, 8 kr.), usually twice weekly in summer. Steamer from Sundsvall to *Håparända* (111 sea-miles) weekly in 3 days (fares 37½ or 31 kr.); others to *Hernösand* 2-3 times weekly in 7-8 hrs. — Sundsvall is also connected by a branch-railway (see below) with the great North Swedish railway to Östersund and Throndhjem.

The vast Swedish 'Norrland' is comparatively seldom visited by travellers, the points of interest being few in number, the distances very great, and the means of communication imperfect. The principal places are briefly mentioned in this route. To the N. of Östersund the scenery will not adequately repay the traveller, unless he purposes crossing to Norway from Luleå via Qvickjock, or proceeding from Håparända to Ävasaxa in order to see the mid-night sun. — Travellers from the south effect a slight saving of time by taking a train on the great northern Swedish railway from Storvik to Throndhjem as far as *Kilafors* (p. 366), and proceeding from *Kilafors Nedre* (see p. 366) by steamboat to *Bergvik* and by railway to *Söderhamn*, but most travellers will prefer to take a steamboat direct from Stockholm or from Gefle to Sundsvall. The steamboat's course is protected by a *Skärgård*, or belt of islands, nearly the whole way from Stockholm to Sundsvall, and the voyage is a pleasant one in fine weather. The first important station to the N. of Gefle is (13 M.) —

**Söderhamn** (*Söderhamn Hotel*), a seaport with 8700 inhab., prettily situated at the N. end of the *Söderfjärd*, a bay of the Gulf of Bothnia. The town, on which municipal privileges were conferred by Gustavus Adolphus in 1620, has been often burned down, and since the last fires (1860 and 1865) has been almost entirely rebuilt. The staple commodities are iron from the neighbouring foundries and timber from the province of Helsingland.

Local steamboats ply daily to several of the neighbouring villages, including *Ljusne* at the mouth of the *Ljusneelf*, to the S. Railway to *Bergvik*, and steamer thence to *Kilafors*, see p. 366.

**Hudiksvall** (*Stadskällare*; *Gästgifvaregård*), the next steamboat-station, 12 M. to the N. of Söderhamn, a town with 4200 inhab., is connected by a short branch-line with *Forssa*, whence a steamboat plies to several stations on the *Norra* and *Södra Dellen* lakes. (*Delsbo*, see p. 366.) In the environs are several large iron-works and saw-mills. — The next important steamboat-station, 18 M. to the N. of Hudiksvall, is —

**Sundsvall** (*Stadshuset; Hôtel Thule*), next to Gefle the most considerable seaport and manufacturing town in the Swedish Norrland, with 9700 inhab., situated at the mouth of the *Selångerså*. It was founded by Gustavus Adolphus in 1624, plundered and burned down by the Russians in 1719, and afterwards rebuilt in a more substantial style. Several extensive saw-mills and iron-works in the neighbourhood, chiefly on the coast, with harbours of their own. — Several local steamers ply to the villages and manufactories in the vicinity.

FROM SUNDSVALL TO TORPSHAMMAR, 58 Kil. (36 Engl. M.), railway in 3 hrs. (fares 3 kr., 2 kr.). The first station is *Vattjom*, whence a small branch-line diverges to the iron-works and saw-mills of *Matfors*, on the *Ljunga-Elf*. Then, *Nedansjö*, *Kärfsta*, and *Viskan*. *Torpshammar*, and railway thence to *Ånge*, on the Östersund and Throndhjem line, see p. 366.

The first important place to the N. of Sundsvall is (10 M.) —

**Hernösand** (*Hotellet Norrland*), a seaport town with 5600 inhab., founded in 1584, and now the seat of a bishop and the 'landshöfding' or governor of the province. Handsome new church, consecrated in 1846. Engine-works, timber-yards, saw-mills, and several manufactories. The town itself, which lies on an island near the mainland, is uninteresting, but is important to travellers as the starting-point for a visit to the \**Ångermanelf*, the most beautiful river in Sweden. The Ångermanelf, which descends from several lakes near the Norwegian frontier, is navigable as far as Sollefteå, about 65 Engl. M. from Hernösand. (Railway from Sollefteå to Bräcke in progress, see p. 366.) The broad estuary of the river opens about 3 sea-miles to the N. of Hernösand, and 6 M. from its mouth lies *Nyland* (*Gästgifvaregård*), where the water is deep enough for large sea-going vessels. A steamer plies daily in summer from Hernösand, and another twice weekly from Sundsvall, to Nyland and Sollefteå, and a larger steamer usually runs from Stockholm to Hernösand and Nyland every fortnight. Above Nyland the *Ångermanland*, as this district is called, is sometimes styled the 'garden of Sweden', and the banks of the river are well cultivated at places. The scenery is pleasing and picturesque all the way to (28 Engl. M.) *Sollefteå* (*Hotel and Gästgifvaregård*, both good), at the confluence of the *Faxe-Elf* and the Ångermanelf, a prettily situated place, where the vegetation is unusually rich for so northern a latitude (60°). Travellers may drive hence to *Liden*, on the Norra Ångermanelf, 28 Engl. M. above Sollefteå, another beautiful place. Instead of returning from Sollefteå to the Gulf of Bothnia, the traveller may drive to *Pilgrimstad* (p. 366) and take the train thence to Sundsvall (see above) or Östersund (p. 367). — The next station to the N. of Hernösand, a little beyond the *Lungö* lighthouse, is (15 M.) —

**Örnsköldsvik** (*Hotel*), a small seaport with 610 inhab. and several extensive timber-yards. About halfway between Örnsköldsvik and Umeå, at the head of the *Nordmalings-Fjord*, lies —

*Nordmaling*, another small seaport, of which timber is the staple commodity. We next reach, 18 M. from Örnsköldsvik, —

**Umeå** (*Gästgifvaregård*; *Stadskällare*), the capital of *Vesterbottens Län*, with 2800 inhab., situated at the mouth of the *Umeå* or *Ume-Elf*. Vessels of heavy tonnage cannot ascend the estuary beyond *Holmsund*. The ordinary coasting steamers, however, proceed as far as *Djupvik*, from which passengers are conveyed to the town by a smaller steamer. The town, founded in 1622, was repeatedly plundered by the Russians, and like most of the other timber-built towns in Sweden has frequently been injured by fires. The staple commodities are timber, tar, and beer. Near the town the river is crossed by a wooden bridge, upwards of 300 yds. in length, resting on stone piers. — To the N. of Umeå the steamboat passes the lighthouses of *Holmö*, *Gadd*, and *Fjäderågg*, and next touches at (10 M.) —

*Ratan*, a busy little seaport, trading chiefly in timber. A little farther N. is *Djekneboda*, where the Swedes sustained a severe defeat in 1809 when attempting to drive out the Russian invaders. The next important station, 14 M. from *Ratan*, is —

**Skellefteå** (*Källare*), a little town with 970 inhab., founded in 1845, and possessing a large and handsome domed church, the finest in the Norrland, standing out as conspicuously, says L. v. Buch, as the temple of Palmyra. The steamer stops at *Ursvik*, at the mouth of the *Skellefte-Elv*, from which a small steam-launch conveys passengers to the town. The scantiness of the vegetation and the stunted character of the trees testify to the inclemency of the climate (lat. 65°). — The next station, 12 M. farther N., is —

**Piteå** (*Gästgifvaregård*), a town with 2000 inhab., founded in 1620, and frequently plundered by the Russians and burned down. Several iron-works, timber-yards, and saw-mills in the neighbourhood. — This was formerly the seat of the provincial government, but the authorities are now established at (15 M.) —

**Luleå** (*Gästgifvaregård*; *Lundberg*), the capital of *Norrbotten Län*, with 2500 inhab., founded in 1621, and repeatedly sacked by Russian marauders. As usual in these northern towns, the timber-trade forms the chief resource of the inhabitants. Here is the office of the '*New Gellivara Company, Limited*', which possesses large estates in this province, and particularly the hill of *Gellivara*, about 126 Engl. M. to the N.W., 1750 ft. in height, and described as consisting of one enormous mass of iron ore. The mines are, however, at present of little value, owing to their distance from the sea and the costliness of removing the ore. About the year 1860 it was proposed to facilitate the navigation of the *Lule* by means of canals passing the rapids of *Hedensfors* and *Edefors*, so as to enable vessels to proceed all the way to *Storbacken*, from which place a railway was to be constructed to Gellivara. The works were actually begun, but have since been abandoned.

FROM LULEÅ TO QVICKJOCK AND TO BODØ IN NORWAY (about 600 Kil. or 370 Engl. M., a journey of 10-12 days). This is one of the grandest and most interesting routes in Northern Sweden, penetrating into the heart of Lapland and to a considerable distance beyond the Arctic Circle. As far as (5-7 days) Qvickjock the route is attended with but few difficulties or privations, and tolerable quarters are procurable at the principal stations; but thence to (3-4 days) Fuske on the Saltenfjord (p. 238) the journey is very rough and fatiguing, and one night at least must be spent in a miserable hut, affording no accommodation of any kind. Enquiry should of course be made as to the steamboats before starting from Luleå, and *Forbud* should be sent from station to station for horses, boats, and even for lodging for the night. In the height of summer the mosquitoes are an almost insufferable torment, but before the end of June and after the middle of August the plague is more bearable. The Lule affords good salmon-fishing as far as the first falls. Higher up, and in the lakes formed by the river, there is abundance of trout-fishing. The lake-front here frequently weighs 20 lbs. and upwards, but is a somewhat coarse fish. The boatmen on the lakes receive 10-12 ø. each per kilomètre, according to a government itinerary which may be procured at Luleå, and a small fee (*drickepengar*). The traveller should take with him preserved meat, biscuits, and wine or spirits, the sale of the latter being prohibited in Lapland. He should also supply himself with a bag of small notes and coins, as change can rarely be got. A gauze bag to cover the whole head and shoulders will also be found a useful protection against the mosquitoes. — The journey is usually divided as follows, but the traveller's plan of course depends on the steamboat arrangements: —

1st Day. Steamboat to *Råbacken* in 3 hrs.; walk or drive in  $1\frac{1}{2}$ -2 hrs. to *Hedensfors* (a tolerable station), which derives its name from the rapids here. About 8 Kil. above Hedensfors we reach a higher reach of the Lule, on which another steamer, stopping at *Svartlilja* for dinner, conveys us to *Edefors* (a fair station), at the foot of the cataract of that name.

2nd Day. Walk to *Öfre Edefors* in  $\frac{1}{2}$  hr., and take the small steamer thence to *Storbacken* (tolerable quarters), at the confluence of the *Lilla* and *Stora Lule-Elf*, about 30 Kil. from Edefors; drive thence in 3-4 hrs. to *Kaskats* (poor inn), about 20 Kil. (travellers stopping here should cross the river and walk to the *Porsi Falls* of the Lule, in about 4 hrs. there and back); and also, if time permit, to *Mattis Udden*, where the Arctic Circle is reached, and *Jockmock* (fair inn), 25 Kil., in  $3\frac{1}{2}$ -4 hrs. more. Visit the magnificent fall of the Lule in the vicinity.

3rd Day. Drive to *Vaiktjaurby*, a hamlet of fishermen's huts, on the *Vaiki-Jaur* in 1 hr. (excursion hence to the Njömmelsaska Falls, see below); row to the head of the lake in  $2\frac{1}{2}$ -3 hrs.; walk to the *Parki-Jaur* in 1 hr., and traverse this lake by boat in 1 hr. more; then walk in 1 hr. to the *Randi-Jaur*, the head of which is reached by boat in 2 hrs.; next, a walk of 10 min. to the *Parki-Jaur*, and a row of 1 hr. and a walk of 20 min. to the *Skalka-Jaur*; lastly by boat in  $\frac{1}{4}$  hr. to *Björkholm* (a fair station), an island in the lake, situated about midway between Jockmock and Qvickjock.

4th Day. Ascend the *Skalka-Jaur* by boat to *Tjomatis* in 3 hrs. (where the boatmen rest for an hour), and then the *Tjomatis-Jaur* to *Niavi* (a good station) in 3 hrs. more.

5th Day. Walk in  $\frac{1}{2}$  hr. to the lower end of the *Saggat-Jaur*; lastly row in 5 hrs. more to —

**Qvickjock** (poor station; travellers are also kindly received by the pastor, who makes no charge, but travellers should give at least as much as they pay at Jockmock), a very picturesque spot about 950 ft. above the sea-level, in about 67° N. latitude, whence the midnight sun is visible fully as long as from Bodø (see table, p. 228), and longer than from the *Avasaxa* to the N. of Håparánda. The village consists of half-a-dozen red timber-built houses and a church, and commands a fine view of the *Kamajock* and the *Tarajock*, which fall into the *Saggat-Jaur* in the neighbourhood. Excellent trout-fishing in the rivers and the lake. The summit of the *Snejerak* commands an extensive view, and is a good

point from which to survey the midnight sun. — Most travellers now return to Luleå by the same route, which may be accomplished more rapidly than the ascent, being down hill and with the stream. Those who prefer to cross by the foot of the *Sulitjelma* to Norway must be prepared for some fatigue and privations, but will be rewarded by seeing the grandest scenery on this interesting route (comp. p. 239).

<sup>2</sup>FALL OF NJOMMELSASKA. This most imposing waterfall, with the cataract below it, is formed by the *Stora Lule* after it emerges from the *Stora Lule-Jaur*, or Great Lule Lake. It is situated about 30 Kil. to the N. of *Vaikijaurby* (see above), where a guide may be obtained (5 kr. a day during the hay-harvest, at other times less). This excursion generally occupies the greater part of 3 days. *First.* Walk or drive from Jockmoek to Vaikijaur in 1 hr.; cross to the settlers' huts at Vaikijaur by boat in 20 min.; thence walk in 4-4½ hrs. to *Ligga* (poor hut with no beds, but good milk and coffee), crossing a small lake on the way. (A boy should be sent on the previous day, either from Jockmoek or from Vaikijaurby, to ascertain that the boat is on the S. side of the lake. If this precaution is not taken, the traveller will have to walk round its marshy bank to the opposite side, a disagreeable digression which will add about 2 hrs. to the journey). — *Second.* From *Ligga* to the *Njommelsaska Falls* a walk of 4-5 hrs. through a great forest, and back to *Ligga*, which the traveller will scarcely reach before evening, so that a second night must be spent in the comfortless hut. — *Third.* Return to the Vaikijaur. A guide and a supply of provisions for the excursion are of course necessary. — The height of the waterfall is not more than 40 ft., but the stupendous cataract, formed by the long rapids above and below it, descends about 250 ft. in all, and, with the wild and trackless forest surrounding it, presents a strikingly impressive scene. The thunder of the fall is heard at a distance of many miles.

To the N. of Luleå is *Råneå*, a village with iron-works and timber-yards, to which a small steamboat plies, and to the E. of *Råneå* lies *Neder-Kalix*, an extensive timber-dépôt. On leaving Luleå the large steamers steer to the N.E. direct to (17 M.) —

**Háparánda** (*Hotel*), the most northerly town in Sweden, with 1000 inhab., situated on the right bank of the *Torne-Elf*, 740 Engl. M. from Stockholm. The sea-going steamers stop at the roads of *Sulmis*, 4½ Engl. M. below Háparánda, to which travellers proceed either by road or by a small steamer on the *Torne-Elf*. — The *Torne-Elf* forms the boundary between Sweden and the Russian grand-duchy of Finland, in which the first town is the neighbouring *Torneå*.

To the N. of Háparánda, a little to the S. of the Arctic Circle, rises the *Avasaxa*, a hill which commands a perfect view of the midnight sun from June 22nd to June 25th. It is at this time visited by hundreds of travellers, though the voyage to the North Cape (R. 29) is much preferable. The tour from Háparánda to Mt. *Avasaxa* and back occupies 25-30 hrs., exclusive of a night's rest. We drive by 'skjuts' through a fertile and well-cultivated district on the right bank of the *Torne-Elf*. The scenery is sometimes picturesque. Stations: (17 Kil.) *Kúkkola*, (18 Kil.) *Körpikula*, (16 Kil.) *Päkila*, (12 Kil.) *Niemis*, (21 Kil.) *Rúskola*, and (3 Kil.) *Matarengi* (Inn; see p. 271), which is reached in about 11 hrs. We now hire a guide, cross the broad and rock-strewn *Torne-Elf* in a flat-bottomed boat, and ascend over smooth and moss-clad rocks to

( $\frac{3}{4}$  hr.) the top of **Mt. Avasaxa** (670 ft.), which commands a beautiful view of the valley of the Torne-Elf and the hills enclosing it. This point was long the 'Ultima Thule' of aspiring travellers, who could formerly reach the Arctic circle more easily from the head of the Gulf of Bothnia than by following the Norwegian coast. The church-register at *Jukasjärvi* contains interesting entries made by many of them, which are recorded by Acerbi. The earliest of them is by *Reignard*, the French savant (1681), who concludes with the words —

*'Sistimus hic tandem, nobis ubi desuit orbis'.*

*Charles XI.* visited this spot in 1694, *Linnaeus* in 1732, *Celsius* and *Maupertuis* in 1736, and *Louis Philippe* in 1796.

Besides the books already referred to, *Oscar Schmidt's* 'Bilder aus dem Norden' (Jena, 1851), *Bayard Taylor's* interesting 'Northern Travel' (1858), and *Paul B. Du Chaillu's* 'Land of the Midnight Sun' (London, 1882) may also be mentioned.

## 51. From Stockholm to Visby.

STEAMBOAT four times weekly in 12-14 hrs. (fare 8 or 6 kr.). — Three of the steamboats start at present from the Riddarholmen quay, in which case their route traverses Lake Mälaren, the Södertelge Canal, and the fjord of the Baltic to the S. of Södertelge (see p. 293), after which they steer nearly due S. to Visby. One of these sails round the island, calling, after Visby, at *Klinte*, *Burgsvik*, *Rone*, *Slite*, and *Farösund*. Another steamer starts from the Blasieholmshamn, descends the fjord of the Baltic at the head of which Stockholm is situated, and then threads its way between the numerous islands forming the 'skärgård' to the S.E. of Stockholm. In both cases the passage of the open sea takes 7-8 hrs., and is almost always performed at night.

The **Island of Gotland** (*Gutaland*), which is about 70 Engl. M. in length and 20-35 M. in breadth, lies between  $56^{\circ} 50'$  and  $58^{\circ}$  N. lat. and between  $18^{\circ} 70'$  and  $19^{\circ} 50'$  E. long., at a distance of about 60 Engl. M. from the mainland of Sweden and about 40 M. from the island of Öland. It consists of a plateau of limestone rock of the Silurian formation (overlaid with sandstone at the S. end), rising to a height of 80-100 ft., and terminating abruptly on the sea-board, where the cliffs are here known as *landtborgar*. On this plateau are a few isolated hills, as the *Thorsburg* (196 ft.) and the *Hoburg* (122 ft.), which must have been islands at the period when the surrounding plateau was covered by the sea. The highest hill in this region is in the island of *Lilla Karlsö* (244 ft.), which rises to the W. of *Klintehamn*. In every part of Gotland occur large boulders of granite and porphyry (*gråstenar*, *rökstenar*, or *rullstenar*), deposited here by ice when the island lay under water. There are no valleys or brooks in the island worthy of mention, but a considerable part of its surface is covered with swamps (*myrar* or *träsk*), from which peat is dug (jestingly called the 'gold-mines of Gotland'). The largest of these is the *Lumme-lunds-Träsk*. The few scanty streams which the island contains are lost in the thirsty limestone soil, or in summer dry up alto-

gether. Here and there, however, a spring wells forth from one of the 'landtborgar' in sufficient volume to turn a mill-wheel. The limestone rocks are pierced with numerous grottoes, and at places, as at *Killej*, *Boge*, and *Klinthehamn*, there are several so-called *sten-jättar* ('stone giants'), or isolated limestone rocks 20-40 ft. in height, which have been formed by the action of water. In parts of the island the surface of the earth is covered with loose stones (*kalk-klapper*), but the greater part of it is fertile and well cultivated. The climate is mild, and the town of Visby boasts of flourishing mulberry and walnut trees and of ivy climbing luxuriantly over its venerable walls. The population (52,900) is chiefly occupied with agriculture and cattle-breeding. The horses (here called 'russ') and sheep of Gotland are allowed to run wild in summer. Quarrying and lime-burning may be mentioned among the other resources of the island. Gotland forms a separate province of Sweden, having a *Nationalbeväring*, or militia of its own, in which all the men between the ages of 18 and 50 are liable to serve, and contributing to the Swedish navy a small contingent (*Rotering*) of 260 men. — Owing to their insular position, the people of Gotland have retained many primitive characteristics, and traces of their national poetry and sagas still survive. They pride themselves on speaking purer Swedish than the Stockholmers, and they generally pronounce more distinctly. Their more frequent use of diphthongs recalls to some extent the Gothic of Ulphilas. One of the chief curiosities of the island consists in its numerous churches (over 90), some of them very handsome buildings, with their large detached towers, known as *castellar*, probably ancient places of refuge and much older than the churches themselves. The roads are good, and the inns fair.

The History of Gotland is inseparable from that of Visby, its capital, the ancient 'place of sacrifice' (from *vi*, 'victim'; *viga* 'consecrate'), situated at the foot of the *Klint*, a 'landtborg' on the N.W. coast of the island. The town owed its early prosperity as the great emporium of the Baltic to its convenient position on the great commercial route established in the 12th cent. between Asia, Novgorod in Russia, and the Baltic, and at the point where this route was intersected by the stream of western European traffic. Owing, however, to interruptions by the Mongolians and to other causes, the eastern traffic was gradually diverted to southern Europe, and even began to find its way round the Cape of Good Hope. Visby was an important factory of the Hanseatic League, where all the principal nations of Europe had their representatives. The German element, however, preponderated, half of the members of the council and one of the two superior magistrates usually being Germans. On the whole, however, Visby maintained its character as the free international seaport of the Baltic, and this is confirmed by the fact that the principal churches of the place were

erected by several of the different rival nations. — The famous maritime Code of Visby, which has no pretension to originality, being a compilation from Netherlandish and Romanic sources, is called the '*Waterrecht, dat de Kooptliede und de Schippers gemaket hebben to Wisby*'. — The wealth of the town in its palmy days was proverbial: —

'Guld väga de Gutar på lispundvåg

Och spela med ädlaste stenar.

Svinen äta ur silfvertråg

Och hustrurna spinna på guld-tenar'.

(*Old Ballad*).

(The Gotlanders weigh their gold with twenty-pound weights and play with the choicest jewels. The pigs eat out of silver troughs, and the women spin with golden distaffs.)

Having become involved in the wars between Sweden and Denmark, Visby was attacked by Valdemar III. of Denmark in 1361. He landed at Eista-Socken, to the S. of the town, and outside the gates of the city defeated the inhabitants, of whom 1800 fell. He then plundered the place, carrying off his booty to Denmark, but the largest of his vessels foundered near the *Karlsöar*, where it is said still to lie, laden with rich treasures.

The annals of the following centuries are chequered with the varying fortunes of the wars between Sweden and Denmark. For a time the island was in the possession of the Teutonic Order, a period (according to Prof. Bergman, the author of '*Gotlands Geografi och Historia*') still regarded by the natives as one of the happiest in their history; but it seems always to have formed a refuge for adventurers and marauders of all kinds, including the '*Vitalienbröder*', Eric XIII. of Pomerania, the deposed king of Sweden, Ivar Axelsson, and particularly Severin Norby, the Danish admiral. The possession of this '*insula latronum*', as it is called by Adam of Bremen, was long contested by Swedes, Danes, and burghers of Lübeck, with varying success, but it was finally reunited to its proper mother-country by the Peace of Brömsebro in 1645. By this time, however, the prosperity of the place had dwindled to a mere shadow, and even so early as 1534 the Regent of the Netherlands writes, probably with some exaggeration, that Visby, once the most important commercial town in the Baltic, was then a mere heap of ruins.

**Visby** (*Stadshotellet*, Strand-Gatan, Pl. B, C, 3; *Smedman's Hotel*, Häst-Gatan, Pl. C, 3; *Gästgifvaregård*, at the Söderport, Pl. C, 5; *Baths* of the *Nya Badhusbolag*, immediately to the S. of the harbour), which now contains about 6400 inhab., or less than one-third of its population in the days of its mediæval prosperity, is picturesquely situated partly at the base of and partly upon the *Klint*, a cliff 100 ft. in height, and now occupies less than half of the area enclosed by its walls. The unused space is covered with gardens, amidst which stand the imposing ruined churches, while the town is still almost entirely surrounded by its ancient wall (see

below). Whether viewed from the sea or the land, the town presents a very imposing appearance. In summer it is much visited by the Stockholmers for the sake of the sea-bathing. (See *Plan*, p. 355.)

Beautiful public \**Walks* between the town and the sea, affording views of both, are offered by the *Botaniska Trädgård*, the *Student-Allée*, and the *Strandväg*.

Near the tower of *Silfverhätta* (Pl. B, C, 2), or *Mynt-Tornet*, is a café. Immediately above the bath-houses are *Slottsparken* and *Palisaderna*, and in the town *Skolbetningen*. Another very interesting walk is through the *Norra Stadspart* to \**St. Göran* and the former gallows-hill, whence the finest view of the town and particularly of the walls is obtained (see p. 377). Even more picturesque is the survey enjoyed from the *Klint*, above *St. Mary's Church*.

Visby is divided into four *rotar* or quarters, indicated on the *Plan* by varieties of shading. *St. Hans-Rota*, the oldest part of the town, contained most of the large churches; *Strand-Rota* adjoins the old harbour, which is now filled up and covered with gardens; *Nordes-Rota*, the northern quarter, contains the churches of SS. Clement and Nicholas; and *Klint-Rota* forms an upper quarter of the town, lying between the lower parts and the eastern wall.

The new *Inner Harbour* (*Inre Hamnen*; Pl. A, B, 4) affords but little protection to shipping, while the *Outer Harbour* (*Yttre Hamnen*) is formed by breakwaters (*vågbrytare*) on the W. side, which are frequently washed away by storms.

The \**TOWN WALLS*, erected at the close of the 13th cent. on the site of still earlier walls, form the most striking feature of Visby. From the *Jungfrutorn* ('maiden's tower'; Pl. C, 1) where, according to tradition, a treacherous maid of Visby who was in league with Valdemar, was built into the wall as a punishment, and the *Cames Tower* (Pl. C, D, 1) on the coast, at the N.W. end of the town, they ascend the *Klint* towards the E., traverse the hill in a slight curve to the S. gate at the S.E. angle of the town (Pl. C, 5), and by the old castle of *Visborg* (see below) descend to the harbour at the S.W. end of the town. On the land side the walls are about 2400 yds. in length, and on the side next the sea about 1970 yds. From the walls, at equal distances, and in several stories, rise a number of large *Towers* (*Högtornen*) 60-70 ft. in height, provided with embrasures, and resting on the ground, while between them a series of bartizans (*Hängtornen*, or *Sadel-tornen*) stand on the wall itself, being supported externally by means of corbels. Between these towers, and under the roof with which the wall is covered, formerly ran passages for the use of the sentinels, resting on beams, the holes for which are still traceable. Of the 48 'high-towers' with which the wall was once provided 38 are still in good preservation, but the bartizans have almost all disappeared. Outside the walls the old moat is still traceable, and on the N. side there are two moats parallel to each other.

Of the once famous stronghold of *Visborg* (Pl. A, 4) above the harbour, a few fragments only now remain. Three of its ancient towers were named *Smale Hindrik* ('thin Henry'), *Kik-ut* ('look-out'), and '*Stuk-upp*' ('swallow up').

Visby once possessed three monasteries and at least fourteen CHURCHES. Three of the latter have entirely disappeared, ten are in ruins, and one only is still used for divine worship. This is the *Cathedral of St. Mary* (Pl. D, 2), situated at the base of the Klint, erected in 1190-1225, but afterwards much altered. A large tower rises at the W. end, and two slender ones at the E. end. The interior is uninteresting. The hill at the back of it commands the extensive \**View* already mentioned.

To the W. of the cathedral are the 'sister churches' of *St. Drotten* (Pl. 12) and *St. Lars* (Pl. 17), dating from the 12th cent., and provided with huge towers which were once probably used for defensive purposes. To the S. is \**St. Catharine's* (Pl. 16), the church of the Franciscans, erected about 1230, once an elegant Gothic edifice, of which twelve lofty and slender pillars and the ribs of the vaulting are still standing. — The *Helge-Andskyrka*, or Church of the Holy Ghost (Pl. 15), built in the Romanesque style about 1250, consists of two stories, one above the other, which have one choir in common.

Perhaps the most interesting of the ruined churches is that of \**St. Nicholas* (Pl. 19; D, 2). In the handsome façade are two rose-windows, in the middle of each of which, says tradition, there once sparkled a brilliant carbuncle. These precious stones were carried off by Valdemar, and they are said still to illumine the depths of the ocean near the Karlsöar (p. 375). The church is partly in the Romanesque, and partly in the Gothic style, having probably been built after the middle of the 13th century. The interior is very picturesque. It is worth while to ascend to the overgrown roof, which presents a curious appearance and commands a fine view.

The churches of *St. Gertrude* (Pl. 13) and *St. Olof* (Pl. 20; to the S. of the Botanic Garden) and that of *St. Hans* (Pl. 14; to the S. of the St. Hansplats) are now insignificant ruins. *St. Görran* (comp Plan, to the right of D, 1), to the N. of the town, is sometimes visited for the sake of the beautiful view it commands (p. 376). Near it is the *Galgebucke*, or gallows-hill, with the stones on which the gibbet was formerly erected. — Visby still contains many interesting *Dwelling-houses* in the Hanseatic style, the finest of which is the *Burmeister* house in the *Dånplats*, adorned with tasteful paintings and numerous German inscriptions.

In the *Korsbetning* (Pl. D, 5), about 5 minutes' walk beyond the S.E. gate of the town, rises a monolithic *Cross*, 9 ft. in height, marking the burial-place of the Gotlanders who fell in the battle of 27th July, 1361 (p. 375).

EXCURSIONS. A pleasant drive or sail of 1 hr. may be taken to

the promontory of \**Högklint*, to the S. of Visby. Carriages stop at the *Villa Fridhem*, the property of Princess Eugenie, sister of King Oscar II., with well-kept grounds, open to the public. The *Högklint* is a bare rock, about 150 ft. high, with a few fishermen's huts on the beach below. Fine view of Visby, beyond the *Buskevik*. Steps ascend on the W. side of the rock to a small pasture (*Getsvältan*) and a *Cavern*, divided into two parts by a pillar.

The island now possesses a narrow-gauge RAILWAY, opened in 1879, which runs from Visby to (35 Kil. or 34 Engl. M.) *Hemse* in 3 hrs. (fares 3 kr. 30, 2 kr. 20 ö.). The station at Visby is on the S. side of the town (Pl. B, 5). — Stations: 13 Kil. *Bardlingbo*; 21 Kil. *Roma*, with an old Cistercian convent, partly remodelled in the last few centuries; 27 Kil. *Bjerges*; 32 Kil. *Bulle*; 40 Kil. *Etelhem*; 46 Kil. *Stånga*, with an interesting old church. Then (55 Kil.) *Hemse*.

Instead of using the railway, travellers are recommended to hire a carriage and drive round the whole island. We first proceed to the N., passing the church and grotto of *Lummelund*, to *Färösund*, the station of the French and English fleets during the war with Russia in 1855. Then along the E. coast to *Rute*; *Slite*, near which are *Killej* and the curious rocks called the *Stenjättar*; *Thorsburg*, with an interesting circular in-trenchment, 1600 yds. in circumference; *Ronehamn*, to the E. of *Hemse*; and *Refsudden*, the southernmost promontory of the island. The S. part of the island is destitute of wood, but the curious promontory of *Hoburgs Refsudda*, with its lighthouse and cavern, will repay a visit. From *Refsudden* we may return to Visby via *Klinterhamn*, a village on the coast, 30 Kil. to the S. of Visby, visited by sea-bathers in summer (diligence and steamboat to Visby). From *Klinterhamn* a visit may be paid to the picturesque *Karlsöarne*. This excursion affords a good opportunity of studying the handsome Gothic churches of the island with their castellated towers, most of them dating from the 13th century. The best guide-book for this journey is *Gotland's Konsthistoria* by *Brunius*.

From Visby the traveller may either return to Stockholm by one of the four steamboats above mentioned, or proceed to *Borgholm* and *Kalmar* (see p. 387), to which a steamer runs from Visby thrice weekly (to *Borgholm* 9-10 hrs.; to *Kalmar* 2 hrs. more).

## 52. From Stockholm to Malmö by Nässjö.

618 Kil. (383 Engl. M.). EXPRESS TRAIN (between June 1st and Sept. 30th only) in 14½ hrs., other trains in 18½-38 hrs. (fares 43 kr. 30, 32 kr. 45, 21 kr. 65 ö.; express 52 kr. 55, 37 kr. 10 ö.; a berth in the sleeping car costs 10 kr. more than a 1st cl. ticket). Travellers who wish to break the journey may spend the night at *Linköping*, *Nässjö*, or *Norrköping*. A pleasanter way of varying the journey is to take the train to *Norsholm*, proceed thence by steamer on the *Göta Canal* and *Lake Vettern* (Tues., Thurs., and Sat.) to *Jönköping*, pass the night there, and go on by rail to Malmö next day (comp. p. 302). — In each railway-compartment a notice is posted up, giving information of the stations at which the train stops to enable the traveller to dine and sup.

From *Nässjö* to *Malmö* (268 Kil. or 166 Engl. M.), express in 5¾ hrs. (see above); other trains in 7-10 hrs. (fares 18 kr. 80, 14 kr. 10, 9 kr. 40 ö.; express 22 kr. 80, 16 kr. 10 ö.). Return-tickets are issued only for distances beyond 75 Kil., and are not available for the express trains. The holders of circular tickets may, however, travel by the express.

From Stockholm to (350 Kil.) *Nässjö*, see R. 40.

Beyond *Nässjö* the train traverses the district of *Småland* (so

called from the 'small patches of arable land' with which it is sprinkled), which extends from Lake Vettern to Skåne, 140 Engl. M. to the S. This region consists of moor, swamp, wild forest, lakes, and rocky islands, all intermingled in chaotic confusion and interminable succession. These features are peculiarly characteristic of Swedish scenery, recurring at very frequent intervals all the way from Malmö to Håparånda. They most probably owe their origin to the action of the ice and snow with which the whole peninsula was once covered. The stones and rocks bear indications of having been worn and rounded by glacier-action, while the mounds of debris, the isolated patches of alluvial soil, the barren rocks, and the dreary moors are traceable to the agency of snow and torrents, resembling in many places the moraines of Switzerland. The forest (*skog*, from *skugga*, 'shadow', as contrasted with *lund*, which signifies a pleasant 'grove'), which clothes the greater part of this territory, and the countless gloomy lakes, with which this district in particular is not inaptly said to be 'riddled', hardly contribute to enliven the scene. The railway-engineers encountered great difficulties here, and the traveller will observe that lofty embankments, cuttings, and bridges are very numerous. A few churches, with their detached belfries (*klockstapel*), are seen at intervals, and the monotony of the landscape is farther relieved by groups of red, timber-built cottages, roofed with green turf, and patches of pasture. Manufactories, too, are occasionally passed, and wherever water-power is available it is utilised by mills.

The next stations are *Sandsjö*, *Säfsjö* (branch hence to Hvetlande), *Stockaryd*, and *Lamhult*, to the right of which, 400 ft. above the railway, rises the *Grönskulle*. 424 Kil. *Moheda*.

436 Kil. (269 Engl. M.) *Alfvesta* (*Wiman's Hotel*; \**Rail. Restaurant*, with a few beds), prettily situated on *Lake Salen*, is the junction of a branch-line to *Vexjö*, *Karlskrona*, and *Kalmar* (see R. 53). Near *Alfvesta* is the ancient church of *Aringsås*, with a belfry and interesting Runic stones.

450 Kil. (279 M.) *Vislanda*, the scene of the old *Blenda Saga*, lies on the *Bråvalla Heath*.

FROM VISLANDA TO BOLMEN, 51 Kil. (31½ Engl. M.), railway in 3¼ hrs. The intermediate stations are *Mätaskog*, *Ryssby*, *Tutaryd*, *Ljungby*, and *Angelstad*. *Bolmen* lies on the lake of that name, a sheet of water 28 Engl. M. long and 6 M. broad, from which the river *Lagåa* (p. 285) issues. The long island of *Bolmsjö*, once the seat of the heathen kings of Finveden, as W-Småland is called, contains several interesting tombstones.

FROM VISLANDA TO KARLSHAMN, 78 Kil. (48½ Engl. M.), railway in 4¼ hrs. (fares 5 kr. 50, 3 kr. 55 ö.). The train traverses a hilly and wooded tract, and soon reaches *Lake Åsen* (452 ft.), a large sheet of water, the bays of which it repeatedly crosses. Beyond *Ulfö* it crosses to an island in the lake and then recrosses to the mainland, where the country becomes more level. Beyond *Ryd* we enter the valley of the *Mörrumså*. The scenery improves as the sea is approached, and is very pleasing at *Asarum*, the station before *Karlshamn*.

78 Kil. (48½ M.) **Karlshamn** (*Stadshuset*, in the Kungs-Gata; *Gibraltar*, on the quay), at the mouth of the *Mieå* in the pretty district of *Blekinge*, with 6000 inhab., erected into a town and re-named in 1668. The *Klockstapel*, or belfry, a stone tower adjoining the church was erected at the end of the 18th cent., and is sometimes called *Karlshamns Fafänga* ('Karlshamn's vanity'), as on completion it was found unequal to bearing the weight of the bells. — A very pleasant excursion may be taken to the *Asarumsdal* and the *Offerkälla* ('sacrificial spring'), and to *Strömma* and *Rosenborg*, whence we may return by *Tubbaryd*. — About 7-8 Kil. to the N. E. of the town is an artificial hill composed of huge stones, called the *Valhall*, probably an *Ättestupa*, or place from which old and infirm persons used to throw themselves in ancient times in order to avoid the supposed ignominy of dying in their beds.

Between (468 Kil.) *Liatorp*, the next station, and (484 Kil.) *Elmhult*, the last station in Småland, lies *Råshult*, the birthplace of Linnæus (13th May, 1707), whose father was the pastor here at that time, but soon afterwards removed to the neighbouring parish of Stenbrohult. The train affords a view, to the left, of Råshult, with the obelisk erected in 1866 to the great naturalist's memory.

493 Kil. (306 M.) *Killeberg* is the first station in Skåne, and the train now gradually descends into a more smiling region. Beyond *Ousby*, *Håstveda*, and *Balingslöf*, we reach —

535 Kil. (332 M.) **Hessleholm** (*Jernvägs-Hotellet*), an increasing place, at the junction of the main line with branches to *Christianstad* and *Sölvesborg* to the E. (see below) and *Helsingborg* to the W. (see p. 383).

FROM HESSLEHOLM TO CHRISTIANSTAD, 30 Kil. (18½ Engl. M.), railway in 1-1¼ hr. (fares 2 kr. 10, 1 kr. 5 ö.). This railway traverses a well-cultivated district and passes a number of unimportant stations. Beyond *Karpalund*, where a branch-line diverges to (35 Kil.) *Degeberga* and the seaport of *Åhus*, it crosses the *Helgeå* and reaches —

30 Kil. **Christianstad** (*Stadshuset*; *Hotel Werlin*, Stor-Torget, the 'Skjuts' station), the capital of Norra Skåne, founded in 1614, with 9000 inhab., and the seat of the governor and the district courts, which are established in the *Kronhus*. The town is pleasantly situated on a peninsula in the *Sjövik*, a lake formed by the *Helgeå*. The principal edifice is the *Church*, erected in 1617. At the mouth of the *Helgeå*, on the island of *Allö*, lies *Åhus*, the seaport of Christianstad.

THE RAILWAY FROM CHRISTIANSTAD TO SÖLVESBORG (31 Kil. in 1½ hr.; fares 2 kr. 30, 1 kr. 45 ö.) is a narrow-gauge line (3½ ft.), traversing a somewhat uninteresting district. About 3½ Engl. M. to the N. of *Fjellinginge* lies the *Oppmannasjö* with the pleasant estate of *Karlsholm* on its W. bank. 13 Kil. *Beckaskog*, the next station, derives its name from the old château of *Beckaskog*, beautifully situated 2 Engl. M. to the N., on a narrow tongue of land between the *Oppmannasjö* and the *Ifösjö*. It was originally a Bernardine monastery and now belongs to the crown. Charles XV. frequently visited this spot, and has composed verses in its praise. On the *Ifö*, an island in the lake, are the *Ugsmunnar* ('oven-holes'), curious orifices in the belemnite limestone. On the E. side of the island is the *Hofgård*, a farm-house built over a kind of crypt (now used as a cellar), in which Bishop Lunneson, an incurable leper, is said to have spent several years. The island once belonged to Marshal Toll ('Excellensens Toll'), who when governor-general resided here in 1783-1817. — To the S. of the Beckaskog station are the large estate and mansion of *Trolle-Ljungby*, which has successively belonged to several noble families of historical note. — The train stops at two unimportant stations, beyond which the scenery improves, and lastly (31 Kil. from Christianstad) at —

61 Kil. or 38 M. (from Hesselholm) *Sölvesborg*, a small town, with several large distilleries and the ruins of an old castle.

Near (550 Kil.) *Sösådal* is the church of *Mällby*, where the composer Otto Lindbled was once sacristan. Then *Tjörnarps* and *Hör*, whence there is a branch line to (13 Kil.) *Hörby*. To the N. of Hör rises the basaltic hill of *Anneklef*. The country now begins to be enlivened with pleasant groves of beeches. From Hör a drive may be taken to *Bosjöklöster* on the *Ringsjö* (see below), whence the traveller may return to the railway at Stehag. Beyond Hör we obtain a pleasing view of the Ringsjö to the left, a visit to which may be paid from (574 Kil.) *Stehag*.

From Stehag a pleasant drive may be taken to the N.W. to (16 Kil.) *Röstångä*, near which is the small but picturesque, crater-like *Odensjö*. Farther N., at the foot of the *Söderås*, lies *Allarp*, to the W. of which, near *Rävå*, is the wooded ravine of *Skärvald*, 5 Kil. in length.

Another interesting excursion may be taken from Stehag to the wood-girt Ringsjö to the S.E., by driving to (10 Kil.) *Vrangelborg*, where the lake should be crossed to the *Bosjöklöster*, once a monastery and a famous resort of pilgrims, and now the property of Count Beckfries. An oak here, 40 ft. in circumference, is said to be the oldest tree in Sweden. The peninsula on which the mansion of Bosjöklöster stands is visible from the train between Hör and Stehag. At the E. end of the lake are the estates of *Fulltofta* and *Ousbyholm*. From Bosjöklöster to Hör about 13 Kil. by the road (see above).

584 Kil. (362 Engl. M.) *Eslöf* (*Jernvägs-Hotellet*; *Nilson's*), a town with 3000 inhab., is the junction of a branch-line to the S.E. to *Ystad* (p. 391), and of another to the W. to *Landskrona* (p. 392). Pleasing scenery, with numerous parks and country-seats. — Beyond *Örtofta*, the train stops at —

601 Kil. (372 M.) *Lund* (\**Stadshuset*, *Stor-Torg*; *Skandinavie*; *Jernvägs-Hotellet*; *Krakau*; booksellers, *Gleerup*, *Lindstett*, *Stor-Torg*), a town with 14,400 inhab., and a place of very ancient origin, which according to popular tradition was already a flourishing place at the beginning of the Christian era. In the early annals of Sweden it is said to have been a wealthy and fortified town in the 10th cent., and in 1048 the first bishop was appointed. In 1104 the bishopric was erected into an archiepiscopal see, and the archbishop became the primate of the whole of Scandinavia. Shortly afterwards Lund was even styled the 'capital of Denmark', and was frequently the residence of the kings. After many vicissitudes the prosperity of the place gradually declined, and the last archbishop was banished and popery abolished by Christian III. in 1536. In its palmy days Lund is said to have had a population of 200,000 souls, and there were 21 churches, besides several monasteries, but after the expulsion of the archbishop the town lost all its importance, and for upwards of a century was a mere village. Its modern prosperity dates from the foundation of the university by Charles XI. in 1668, but to this day it presents a somewhat dull and rustic appearance, especially during the university vacations. (*Plan*, see p. 389.)

The *Lundagård*, with the neighbouring *Lilla Torg* and *Tegnér's Plats*, are the chief centres of attraction. The beautiful trees here form a pleasant feature of the place.

In the centre of the town rises the \*CATHEDRAL (Pl. B, 3), dedicated to St. Lawrence, which on the whole is perhaps the finest church in Scandinavia. It was founded about the middle of the 11th cent. and consecrated by *Archbishop Eskil* (p. 349) in 1145. It is a pure Romanesque edifice (judiciously restored by *Brunius*, who was succeeded in 1868 by *Zettervall*), with two towers and a semi-circular apse, resembling the famous Rhenish churches of Laach, Andernach, Coblenz, and Boppard. The exterior, especially of the choir, is elaborately adorned in a manner that recalls the Middle Rhenish style of about 1150, and is probably to be referred to the period after the conflagration of 1172. A circular-arched colonnade runs round the first story; above that on the line of the windows are blind arcades, and above that again a low open colonnade. The interior, although only 263 ft. in length (118 ft. wide, 70 ft. high), presents a handsome appearance owing to the breadth of the W. end, and to the fact that the pavement rises in the middle  $1\frac{1}{2}$  ft. above its level at the sides of the church (as in the Pantheon at Rome). Nine pillars on each side separate the nave from the aisles. Seventeen steps ascend from the nave to the massive transept, two more to the choir, and lastly three to the high altar. Under the transept and choir lies the spacious and imposing \*\*CRYPT (*Kraftskyrkan*), 122 ft. long, 35 ft. wide, and 14 ft. high, one of the largest in the world. The vaulting is borne by 24 pillars, and there are ten small windows in the sides. In the N. arm of the crypt is a large *Well*, embellished with satirical figures by Van Duren, a Dutch master. Archbishop Birger (d. 1519) is buried here. On one of the pillars are the figures of the giant Finn and his wife, the traditional builders of the church. They were hired by St. Lawrence to construct the building, and they stipulated either for the sun and the moon, or for the saint's own eyes as their reward, unless the holy man should succeed in guessing the giant's name. Luckily the saint overheard the giantess pronounce her husband's name while she was lulling her child to sleep, and thus saved his eyes. The enraged giant and his wife thereupon attempted to pull the church down again, but the saint converted them into stone, and their figures still testify to the truth of the story. — In the upper church the visitor should observe the handsome altar and pulpit, and the venerable seven-branched \**Candelabrum*. — The *Klockare*, who shows the church, lives close by.

The *Old University Buildings* (Pl. B, 2; *Curia Lundensis*), in the *Lundagård*, the seat of the university founded by Charles XI. in 1668, contain the valuable *Library* and the *Historical Museum*, comprising the archæological collections of Prof. Nilsson. The

*New University Buildings* to the N.W., in the Greek Renaissance style, were erected in 1878-82 after plans by Helgo Zettervall. The university is now attended by about 800 students. The *Tower* commands a fine view. With the university is also connected the *Zoological Museum* (Pl. B, 2, 3), where almost all the Scandinavian vertebrate animals are represented, and the *Botanic Garden* (Pl. C, 2, 3), to the N. of the Lilla Torg, adjoining which is the *Paradislycka* with the *Hospital* of the province (*Länslasarett*).

Adjacent to the cathedral is the *Tegnér's-Plats*, embellished with a *Statue of Esaias Tegnér* by Qvarnström. Here also is situated the building of the *Akademiska Förening* (Pl. 1; B, 2), of which all the students are members, containing a reading-room called the '*Athenaeum*', a ball-room, and a restaurant. — *Tegnér's House*, at the corner of the Gråbröder-Gata and Kloster-Gata (Pl. B, 2, 3), is indicated by a slab of stone with the inscription, '*Här bodde Esaias Tegnér 1813-26*'. It was here that the poet composed his *Frithjof*, *Gerda*, and other poems. His study is preserved in the same condition as during his lifetime, and various memorials of him are shown. On 13th Nov., the anniversary of the poet's birth, the students assemble round his statue, and celebrate the day with processions, songs, and speeches.

The traveller may walk through the promenades on the S. side of the town, and ascend to the chapel in the *Cemetery* (Pl. C, 2, 3) on the E. side. This point commands a good survey of the fertile province of Skåne, with the *Romeleklint* in the background. To the S.E. of the town is the *Råby Räddnings Institut* (Pl. C, 4), a charitable establishment founded by Gyllenkrook. Farther to the N. rises the *Helgonabakke* ('saints' hill'; Pl. C, 1), whence we obtain a view, to the W. (finest at sunset), of the Sound, Malmö, and the towers of Copenhagen.

EXCURSIONS. To *Dalby*, 11 Kil. to the S.E., with a handsome old church, containing a crypt with a well. To the *Romeleklint* (near *Björns-torp*), 8 Kil. farther, commanding an uninterrupted view of the whole province of Skåne.

FROM LUND TO TRELLEBORG, 43 Kil. (27 Engl. M.), railway in 2-2¼ hrs. (fares 3 kr. 40, 1 kr. 70 ö.). The district traversed is fertile but uninteresting to the tourist. Unimportant stations. At *Svedala* the line intersects the Malmö and Ystad railway (p. 391). *Trelleborg* (*Schweitz's Hotel*) is a small seaport and manufacturing town with 2000 inhabitants.

The train now traverses a very fertile district to the S. of Lund. Near (611 Kil.) *Åkarp* is the *Agricultural Academy* of *Alnarp*. The train crosses the navigable *Höjeå*, passes *Arlöf*, and crosses the *Segeå*, beyond which it skirts the Sound for a short distance. 618 Kil. (383 M.) **Malmö**, see p. 388.

#### FROM HESSLEHOLM TO HELSINBORG.

77 Kil. (48 Engl. M.). RAILWAY in 2½-3½ hrs. (fares 6 kr. 20, 4 kr. 65, 3 kr. 10 ö.; by the slower trains 5 kr. 40, 4 kr. 5, 2 kr. 70 ö.).

Like most of the other branches of the great Swedish trunk-

line, this railway traverses a wooded district the greater part of the way to Helsingborg. Near (42 Kil.) *Klippan* is a large paper-manufactory. A little to the N.W. are the large estates of *Bjersgård* and *Tomarp*, and to the S.E. is the ancient and picturesque *Herrevadskloster*, formerly a Cistercian monastery, now crown-property, and used as barracks. At (47 Kil.) *Qvidinge* the crown-prince Charles Augustus died suddenly on 28th May, 1810, to the great disappointment and dismay of the whole nation as well as that of his father. A monument has been erected to his memory near the station. The train now traverses extensive coal-measures, recently discovered. From (54 Kil.) *Åstorp* a branch-line diverges to the S. to *Landskrona* (p. 392), and another to the N. to *Engelholm* (p. 392). From *Bjuf* a short branch-line diverges to the S.W. to *Billesholm*, the centre of a coal-mining region. From (74 Kil.) *Ramlösa*, near which are the favourite baths of that name (p. 385), a line runs to the E. to *Eslöf* on the main line.

77 Kil. (48 M.) **Helsingborg** (\**Hôtel d'Angleterre*; *Munthe*; *Öresund*), a town with 13,400 inhab., is beautifully situated on the *Öresund* or *Sound*, which is here only about 3 Engl. M. wide. (Steam-boat to Helsingör several times daily in 20 min.; others to Copenhagen, etc.) It is one of the oldest towns in Skåne, having formerly stood near the Kärnan tower, whence it was removed after a great fire to its present site in 1425. After many vicissitudes, the town came into the possession of Sweden by the peace of 1658, but was again occupied by the Danes in 1676 and 1677. In 1710 the Danes were finally defeated in the neighbourhood by Måns Stenbock and his '*gedepoger*' ('he-goats', so called from the furs worn by the Swedish peasants), a victory commemorated by a monument near the windmill of *Ringstorp*. A monument on the quay commemorates the landing of *Bernadotte* (Charles XIV. John) on 20th Oct., 1810. The harbour is good for moderate-sized vessels, and there are several handsome modern buildings, but almost all traces of antiquity have disappeared. The *Railway Station*, which is surrounded with pleasure-grounds, lies at the S. end of the town, near the harbour.

The finest point near Helsingborg, and 120 ft. above it, is the tower of \**Kärnan* (perhaps signifying 'churn' from its shape; or 'kernel', having formed the keep of a larger stronghold). It rises in five stories to a height of 101 ft., and each side is 51 ft. broad, with walls 15 ft. thick. It resembles the towers of Visby, and once belonged to a large castle of which it is now the only relic. The \**VIEW* hence is the finest on the Sound, particularly towards sunset. A hundred or more vessels may be counted at one time. Opposite the spectator lies *Helsingör*, with the Kronborg (immortalised by Shakspeare under the English form of *Elsinore*), and *Marielyst*; to the S. is the island of *Hven* (see p. 392), and to the N. rises the granite promontory of *Kullen*.

A pleasant walk may be taken to the mineral spring of *Helsan*

to the N.E. of the town, and to the *Sea-baths* (with Russian and Turkish baths) to the N. A little to the right is the long viaduct of the Skåne and Halland railway (see below). — Among the pretty villas and estates in the environs are *Hamilton House*, containing valuable collections, and *Sofiero* ('Sophia's rest'), the property of Queen Sophia, to the N.; farther distant are *Kulla Gunnarstorp* and *Christinelund*. To the S. of the town are the villa of Count Essen, the picturesque *Cemetery*, and the *Villa Canzonetta*, belonging to *Orvar Odd*, the poet. On the Hessleholm railway, to the S.E., is the *Ramlösa Helsobrunn*, a favourite mineral spring and watering-place.

FROM HELSINGBORG TO HALMSTAD ('Skåne-Hallands Jernvåg'). The railway, not yet completed, has been opened as far as (27 Kil.) Engelholm (1 hr.; fares 2 kr. 50, 1 kr. 55, 1 kr. 5 ö.). — 9 Kil. *Ödåkra*. From (14 Kil.) *Kattarp* a branch line, with several unimportant stations, runs to *Höganäs* (see below; 29 Kil. from Helsingborg, in 1 hr. 20 min.). — The next stations are (18 Kil.) *Rögle*, (21 Kil.) *Vegeholm*. (27 Kil.) *Engelholm* (p. 285). — The line is thence carried over the ridge of Hallandsås (p. 285) to Laholm (p. 285) and Halmstad (p. 285).

FROM HÖGANÄS TO KULLEN (railway, see above). At *Höganäs* (Zimmerdahl's Inn) there are coal-mines and a famous manufactory of pottery. From Höganäs the road leads by (5 Kil.) *Krapperrup*, with a fine château and park, and the fishing village of (7 Kil. farther) *Mölle* (small 'Inn at Capt. Corfutsan's), which may also be reached by the afternoon steamer from Helsingborg. To the lighthouse (Kullafyr) at the extremity of Kullen is 3 Kil. more. The **Promontory of Kullen**, once probably an island, projects boldly into the *Kattegat*. On the E. side of it is the *Skelder Vik*, and farther distant rises the *Hallands Äs*, a hill upwards of 600 ft. high, at the extremity of which lie the little town of *Torekov* and *Hallands Väderö*. At the base of the promontory, near the lighthouse, is the *Silfpackarhöl*, a deserted silver-mine. The best point of view is the *Bårekulle*, a height near *Kochenhus*, about 4 Kil. from Krapperrup; farther N. rises the highest point of the promontory (615 ft.), less easily ascended.

*Landskrona* (p. 392) may be reached by railway from Helsingborg in  $1\frac{3}{4}$ -2 hrs., and Eslöf in  $1\frac{1}{2}$ -2 hrs. more.

### 53. From Alfvesta to Karlskrona and Kalmar.

From Alfvesta to *Vexjö*, 18 Kil. (11 Engl. M.), in  $\frac{3}{4}$  hr. (fares 1 kr. 30 ö., 75 ö.); from *Vexjö* to *Karlskrona*, 114 Kil. (71 M.), in  $4\frac{1}{2}$ -5 $\frac{1}{2}$  hrs. (8 kr. 55, 4 kr. 30 ö.). — From Alfvesta to *Emmaboda*, 57 Kil. (35 M.), in  $2\frac{1}{2}$  hrs.; from Emmaboda to *Kalmar*, 57 Kil. (35 M.), in  $2\frac{3}{4}$  hrs. (4 kr. 30, 2 kr. 15 ö.).

*Alfvesta*, see p. 379. This branch-railway traverses a wooded district at first, enlivened here and there with the cottage of a settler (*backstugusittare*), with its little patch of pasture (*tofta*, *gräsgång*), enclosed by the peculiar fences (*gärdesgård*; with pieces of wood placed obliquely between the upright stakes) common in Norway and Sweden and sometimes seen among the Alps. These independent settlers are distinct from the *torpare* (from *torpa*, 'cottage'), a cottager or hired labourer on an estate. — At (8 Kil.) *Gemla* several manufactories. 13 Kil. *Räppe*, on the *Helgasjö*, at the point whence it drains into the *Berggvarasjö*. To the S. of the station, close to the latter lake, is the estate of *Berggvara*, with a picturesque ruined castle, which may also be visited from *Vexjö*.

A small steamer starting from Råppe plies on the Helgasjö and the *Råppe Canal*, which connects that lake with the *Toftasjö*. In the vicinity is the mineral spring of *Evedal*.

18 Kil. (11 M.) **Vexjö** (*Nya Hotellet; Stadshuset*), the capital of the *Kronobergs-Län*, with 4000 inhab., has been rebuilt on a wide and handsome plan since a fire in 1843. The principal edifice is the handsome *Cathedral*, dating from the year 1300, restored by Brunius. It contains the tomb of *St. Siegfried* (d. about 1030), the first promulgator of Christianity in this region. The old gymnasium contains the *Smålands Museum*, a collection composed of antiquities, a library, and a cabinet of coins. It is adorned with a bust of Linnæus, who went from Vexjö to the university of Lund. Visitors apply to the vaktmästare.

On a hill to the E. of the town, and connected with it by an avenue, lies the episcopal residence of *Östrabo*, once occupied by Tegnér the poet, who died here on 2nd Nov., 1846. He is buried in the cemetery to the W. of the town, by the S. wall, where his wife reposes by his side.

Pleasant excursion from Vexjö to (5 Kil.) *Evedal* and the (8 Kil.) royal château of *Kronoberg* on the *Helgasjö*, now occupied by the governor of the district. The ruins of the once strong castle of *Kronoberg* (which has given the name to the surrounding Kronobergslän), lies, overgrown with beeches, on an island in the Helgasjö. — About 15 Kil. to the S. of Vexjö is the *Inglinge Hög*, an ancient tumulus commanding an extensive view, and once a place of assize. At the top is a stone 7 ft. high, adjoining which is a smaller round stone (*stenklot*) with a neatly executed pattern, supposed to have once been used in connection with ancient sacrificial rites.

Leaving Vexjö, the train traverses an interminable forest, frequently relieved with lakes, and occasionally enlivened with glass-works. — 57 Kil. **Emmaboda** is the junction of the Karlskrona and Kalmar lines.

The KARLSKRONA LINE follows the valley of the *Lyckebyå* to the S. of Emmaboda, and then that of the *Bubbetorpså*. At *Lyckeby*, a prettily situated place, the train quits the mainland and crosses several bridges and islands to —

114 Kil. (71 M.) **Karlskrona** (*Storkällaren; Frimurarkällaren; Kung Karl*), the headquarters of the Swedish navy, a considerable town, with 18,900 inhab., situated on the *Trossö* and other islands. It is a comparatively modern place, having been founded in 1660. The only sight of which Karlskrona can boast is the *Dockyard* (*Örlogsvarfvet*), to which, however, admission is rarely granted without permission from the minister of war.

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From Emmaboda the KALMAR LINE runs to the W., passing (59 Kil.) *Lindås* and (73 Kil.) *Örsjö*. From (87 Kil.) *Nybro* a branch-line diverges to the iron-works (*Jernbruk*) of *Säfsjöström*. 99 Kil. (61½ M.) *Trekanten*. The train now emerges from the pine-forest and reaches a more smiling coast landscape, where

birches, oaks, and beeches make their appearance. In the distance the island of *Öland* is visible (see below). 106 Kil. *Smedby*.

114 Kil. (71 M.) **Kalmar** (*Witt's Hotel*; *Stadshuset*), a very ancient town with 11,600 inhab., situated partly on the mainland and partly on two islands in the *Kalmarsund*, and famous in early Swedish history as the scene of the conclusion of the *Kalmar Union* (p. lviii), by which an attempt was made for the first time to unite the three Scandinavian kingdoms. The old town, where this important document was signed, lay on the mainland and no longer exists. The chief object of interest is the fine old \*Castle, known as the *Kalmarnahus*, a large quadrangular edifice, with towers, ramparts, and moats. It existed as early as the year 1200, was rebuilt in 1337, enlarged after 1536, and restored and embellished by John III. at the end of the 16th century. This venerable building has undergone many vicissitudes. After having withstood eleven sieges and been the frequent residence of kings and princes, it was converted by Gustavus III. into a distillery, and a windmill was even erected upon the highest tower. The *Unions-Sal*, the largest room in the castle (where, however, the famous treaty was not signed), was used by Gustavus IV. as a granary. From these indignities, however, it no longer suffers, and it is now undergoing restoration. Among the other rooms is *Gamla Kongsgemaket* ('old kings' apartment'), which was once occupied by the ill-starred Eric XIV. The inlaid panelling in the deep-set windows of this apartment has lately been restored and is very fine. In the park is an iron monument commemorating Gustavus Vasa's return from Lübeck in May, 1520, when he first set foot again on Swedish soil at *Stensö*, 3 Kil. to the S.W. of Kalmar. A Latin inscription here is by Louis XVIII., who visited Sweden in 1804 during his exile. — The \**Cathedral*, designed by Tessin, was built in stone from the quarries of *Öland* in 1660-99.

To the N. of the town is (3 Kil.) *Skälby*, with a fine park. About 20 Kil. to the S. are the curious round churches of *Hagby* and *Voxtorp* (resembling that of Solna near Stockholm, p. 342), and still farther the famous *Brömsebro*, or bridge over the *Brömseback*, which once formed the boundary between Swedish and Danish territory. On a small island in the stream are the *Brömsestenar*, which are said once to have marked the frontier. By the Peace of *Brömsebro* in 1645 Sweden recovered her independence and the natural coast-frontier formed by the Baltic, the Sound, and the Kattegat.

From Kalmar we may cross to the *Island of Öland*, which, though rarely visited by tourists, presents some features of geological interest. It is 140 Kil. (85 Engl. M.) long and 3-15 Kil. (2-9 M.) in breadth. Owing to its considerable size (about 533 Engl. sq. M.), it is dignified, like *Gotland*, with the termination 'Land'. The old name was *Wulfstans Eyaland*. It contains 38,000 inhab., whose pursuits are chiefly agricultural, and it once boasted of a famous breed of horses, now nearly extinct. The dwelling-houses (*manbygnader*) are usually constructed of wood, and the farm-buildings (*uthus*) of stone. The roofs are adorned with

snakes' and horses' heads carved in wood. The fields are separated by massive stone walls. Among the other resources of the island are large quarries of limestone and a quarry of alum-slate near *Möckleby*.

Öland does not present the usual Swedish geological features of granite and gneiss, covered with lakes and forests, but like Gotland consists mainly of a limestone plateau of the Silurian formation, and is wooded in a few places only. The plateau, originally formed under the sea, rises abruptly from the water in the southern half of the island, but slopes gently down to the sandy E. coast. Between the cliffs (*landtborgar*) and the sea extends a plain covered for the most part by arable land and woods. In the centre of the island rises a bleak and arid tract of reddish limestone soil, called the *Allvar*, scored here and there with deep furrows, and somewhat resembling the deserts of Africa. The scanty vegetation here consists of a hard kind of grass (*festuca*), on which the sheep graze, while the rich plains, with their groves of oaks, limes, and birches, are enlivened with the song of the nightingale (*kledra*). The villages with their interesting churches (among which those of *Ålböke* and *Norra Motet* deserve mention) are generally situated either in the plain or between it and the 'landtborgar', while the latter are crowned with windmills, twenty of which may sometimes be counted in a row. In the northern half of the island there are no 'landtborgar', but the coast is covered with sandy downs, particularly at *Grankulla* in the parish of *Böda*. A large round stone at *Folkstunda*, called the *Runstenskyrka*, marks the centre of the island. Geologists should notice the numerous rock-formations resembling ships, with prow, stern, masts, and benches for rowers. The finest of these *Skeppsformar* is 'Noah's Ark' at *Högsrum*, near *Stora Rör*. Other curious formations, resembling ruined castles, are called *Borgruiner*, the finest of which are the *Ismanstorp* and the *Vipetorp*, also near *Stora Rör*. Countless tumuli form another object of interest.

The capital of the island is *Borgholm (Inn)*, a small town and watering-place with 900 inhab., whence steamers ply daily to Kalmar. It owes its sole interest to its imposing ruined *Castle*, mentioned in history for the first time in 1280, after which it underwent repeated sieges. About 20 Engl. M. to the S. of Borgholm lies *Färjestad*, directly opposite Kalmar, to which a steamer plies frequently. The width of the strait here is about 4 Engl. M. — Near *Möckleby*, at the S. end of the island, considerable quantities of alum are found.

The classical authority regarding Öland is *Linne's 'Öländska och Gothländska Resa'* (1741; Stockholm, 1745). *Marryat's 'One Year in Sweden'* (London, 1862) is also an interesting work.

#### FROM OSKARSHAMN TO NÄSSJÖ.

Travellers who do not wish to return from Kalmar to Vexjö and Alfveta may proceed by steamer to Oskarshamn (5 hrs., 2-3 times weekly), whence a railway runs to Nässjö.

**Oskarshamn** (*Societetshuset; Nya Hotellet*), a town with 5570 inhab., was formerly called *Döderhultsvik*, but received its present name and its municipal privileges in 1856. Several iron-works and manufactories, including a *tändsticksfabrik*.

RAILWAY FROM OSKARSHAMN TO NÄSSJÖ, 149 Kil. (92½ Engl. M.), in 6 hrs. (fares 9 kr. 70, 5 kr. 60 ö.). — The line traverses a wooded district, presenting little attraction. Several unimportant stations.

65 Kil. (40 M.) *Hultsfred*, the junction of branch-lines to *Storebro* and *Vimmerby* (21 Kil.), two small manufacturing towns, and to *Ankarsrum* (with iron-works) and (70 Kil.) *Vestervik* (see p. 305). — Near *Marianelund* are the estate and church of *Hessleby*.



# MALMÖ

1:20,000

0 100 200  
m  
0 100 200  
ft  
Scale

- Legend
- 1. Railway
  - 2. Harbour
  - 3. Church
  - 4. Castle
  - 5. Park
  - 6. Garden
  - 7. Street
  - 8. Road
  - 9. Canal
  - 10. Bridge
  - 11. Station
  - 12. Shipyard
  - 13. Dock
  - 14. Quay
  - 15. Pier
  - 16. Wharf
  - 17. Warehouse
  - 18. Workshop
  - 19. Office
  - 20. Shop
  - 21. Hotel
  - 22. Restaurant
  - 23. Theatre
  - 24. Cinema
  - 25. Library
  - 26. Museum
  - 27. Hospital
  - 28. School
  - 29. University
  - 30. Government
  - 31. Embassy
  - 32. Consulate
  - 33. Bank
  - 34. Post Office
  - 35. Police Station
  - 36. Fire Station
  - 37. Prison
  - 38. Jail
  - 39. Court
  - 40. Prisoner
  - 41. Prisoner
  - 42. Prisoner
  - 43. Prisoner
  - 44. Prisoner
  - 45. Prisoner
  - 46. Prisoner
  - 47. Prisoner
  - 48. Prisoner
  - 49. Prisoner
  - 50. Prisoner

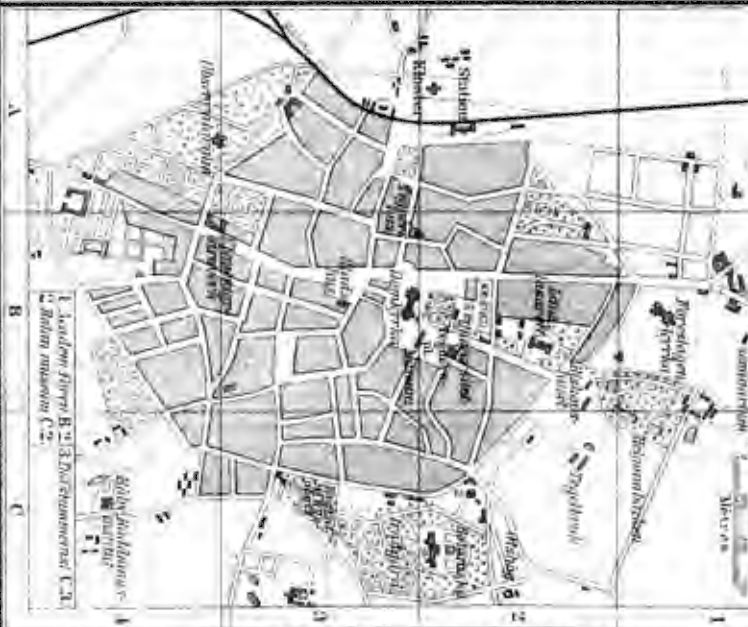


# LUND

1:20,000

0 100 200  
m  
0 100 200  
ft  
Scale

- Legend
- 1. Railway
  - 2. Harbour
  - 3. Church
  - 4. Castle
  - 5. Park
  - 6. Garden
  - 7. Street
  - 8. Road
  - 9. Canal
  - 10. Bridge
  - 11. Station
  - 12. Shipyard
  - 13. Dock
  - 14. Quay
  - 15. Pier
  - 16. Wharf
  - 17. Warehouse
  - 18. Workshop
  - 19. Office
  - 20. Shop
  - 21. Hotel
  - 22. Restaurant
  - 23. Theatre
  - 24. Cinema
  - 25. Library
  - 26. Museum
  - 27. Hospital
  - 28. School
  - 29. University
  - 30. Government
  - 31. Embassy
  - 32. Consulate
  - 33. Bank
  - 34. Post Office
  - 35. Police Station
  - 36. Fire Station
  - 37. Prison
  - 38. Jail
  - 39. Court
  - 40. Prisoner
  - 41. Prisoner
  - 42. Prisoner
  - 43. Prisoner
  - 44. Prisoner
  - 45. Prisoner
  - 46. Prisoner
  - 47. Prisoner
  - 48. Prisoner
  - 49. Prisoner
  - 50. Prisoner



127 Kil. (79 M.) **Eksjö** (*Nya Stadshuset*), a town with 2970 inhab., near which is a curious *Skurugata*, a ravine 125 ft. deep and 20 ft. wide, penetrating a rocky hill for nearly 2 Engl. M.

150 Kil. (93 Engl. M.) *Nässjö*, see p. 302.

## 54. Malmö and its Environs.

**Arrival.** *Railway Station* (*Södra Stambana*, R. 52), near the *Steamboat Quay*. On the latter is the *Nya Tullhus* (Pl. 7; B, 2), or custom-house, where the luggage of passengers arriving from Copenhagen is examined. — Cab from quay to station 1 kr., porter 30-50 ö. — Travellers entering Sweden here should at once buy the latest number of 'Sveriges Kommunikationer' (10 ö.). — *Steamboats* (besides the coasting vessels to Stockholm, Gothenburg, etc.) to *Copenhagen* (16 Engl. M.) four times daily in 1½-1¾ hr.; to *Lübeck* five times weekly in 16-18 hrs. Others touch here on their way to London, Amsterdam, Bordeaux, etc.

**Hotels.** \**KRAMER'S HOTEL*, \**GUSTAF ADOLF*, both in the *Stor-Torg* (Pl. B, 2); \**HOT. HORN* (formerly *Svea*), near the quay and the railway-station; *STOCKHOLM*; *DANMARK*.

**Restaurants** at the hotels. — *Cafés:* *G. Baude*, *Hamn-Gatan*; *Fru Brown*, *Söder-Gatan*; *Davidshall* (Pl. B, 3), a favourite resort, and the café in the *Slottspark* (p. 390). — Money exchanged by *Mr. T. Flensburg*, the British vice-consul, and at *Kjöbenhavnns Lånebank*.

**Booksellers:** *Hedberg*, *Adel-Gatan*; *Cronholm*, *Stor-Torget*.

**Sea Baths** on the N. side of the harbour.

*Malmö*, a busy and thriving seaport, the capital of the fertile province of *Skåne*, with 41,700 inhab., is situated on the *Sound*, opposite to Copenhagen (16 Engl. M. distant), in a flat and uninteresting district. It is now the third town in Sweden in point of population and importance, and possesses a considerable commercial fleet and a number of manufactories (including several from which the well-known Swedish gloves are largely exported).

In the middle ages *Malmö* was the chief commercial town on the *Sound*, especially during the Hanseatic period. Its prosperity was mainly due to the productive herring-fishery, which attracted merchants from all parts of the Baltic. It is mentioned for the first time in 1259, but it lay at that time in the *Vestervång*, now the suburb of *Södervärn*, while the site of the modern town was then occupied by the fishing village of *Svalperup*. During the chequered reign of Christian II. of Denmark (1513-23) *Malmö* embraced the cause of that monarch, the burghers being headed by their spirited burgomaster *Jörgen Kock*, who once occupied the *Kockumska Hus* (see below). In the 16th and 17th cent. the prosperity of the town declined, partly owing to the failure of the herring-fishery, and partly to the growing importance of Copenhagen. The peace of Roeskilde, which restored *Skåne* to Sweden in 1658, farther accelerated the decay of the place, and at the end of the 17th cent. it contained 2000 inhab. only. At length, about a century later (1775-78), *Frans Suell*, a wealthy and public-spirited merchant of *Malmö*, laid the foundation of the modern prosperity of his native place by constructing a harbour, which has since been repeatedly extended and deepened.

The *Harbour* is on the N.W. side of the town, with long piers to prevent it from being choked up with sand. The *Hamn-Gata* leads thence in a straight direction to the MALMÖHUS (Pl. A, 2, 3), a fortress at the S.W. end of the town. In its present form it dates from 1537, and is architecturally interesting. It is now used as a prison. Bothwell, Queen Mary Stuart's third husband, was imprisoned here in 1573-78, but the vaulted dungeon in which he was confined is now walled up. He died on 14th April, 1578, in the château of Dragsholm in Zealand, and was interred in the church of Faarveille.

The *Petri Kyrka* (Pl. 5; B, 2), near the Stor-Torg, founded in 1319, and tastefully restored by Brunius in 1847-53, is the finest Gothic church in S. Sweden. To the left of the entrance is a curious poor-box (*fattig-bösssa*), mounted in iron, with four slits for the offerings for the church, hospital, widows, and orphans.

The *Tyska Kyrka* (Pl. 6; C, 2) contains an interesting life-size portrait of Luther, with a swan and the hexameter: '*Pestis eram vivens, moriens ero mors tua, papa*'. — The *Roman Catholic Church* (Pl. 4; B, 3) is a handsome new edifice in the *Gustaf Adolf's Torg*, to the S. of the Stor-Torg.

The \*RÅDHUS (Pl. 8; B, 2), or town-hall, in the spacious *Stor-Torg*, is a handsome Renaissance edifice, resembling those in several of the Danish and Hanseatic towns. The façades are in brick, and the copings and five figures in niches on the roof in sandstone. Handsome oriel window in the centre. The inscription records the dates of the foundation, extension, and restoration of the building. The handsome *Knutssal* in the interior was once the council-chamber of the powerful *Knutsgille* ('Guild of Canute'). The *Lands-tingssal* is also noteworthy. — In the Stor-Torg is also situated the residence of the *Landshöfding*, or governor of the province, which contains the room (shown to visitors) where Charles XV., the popular predecessor of Oscar II., died on 18th Sept., 1872, when on his way back from Aix-la-Chapelle to Stockholm. The most interesting relic of mediæval domestic architecture is the *Kockumskå Hus*, in the Frans Suells-Gata, erected in the 15th cent., and once occupied by Kock, the warlike burgomaster, and *Suell*, the enterprising merchant and benefactor of the town.

Pleasant walks on the S. and E. sides of the town, the most attractive of which is the Slottspark, between the Malmöhus and the town (café, with frequent concerts). To the S.W. of the town lies the shady *Cemetery* (Pl. B, 3) and to the E. of that the new suburb of *Rörsjö* (Pl. C, 3), with the *Pauli Kyrka*.

About 30 Kil. (18½ Engl. M.) to the S. of Malmö lie the two ancient little towns of *Falsterbo* and *Skanör*, situated 2 Engl. M. apart on a long sandy promontory. Skanör was almost completely destroyed by fire in 1885. The inhabitants earn a scanty subsistence by fishing and tilling the poor sandy soil, but many of them go to sea and are considered the best sailors in this part of Sweden. Many centuries ago the herring-fishery in this neighbourhood was very profitable, and the 'Fair of Skanör', which

was held at the 'Falsterboda' attracted merchants from all parts of N. Europe between July and November. With the falling off of the herring-fishery, the prosperity of these towns declined, and in 1631 a storm choked their harbour ('Flommen') and half buried the houses with sand. The united population is about 1000.

The *Church of Falsterbo*, now deeply imbedded in sand, is said to be the most ancient in Skåne, and is still visited by pilgrims, particularly on St. John's Day. The Castle Hill commands a view of the lighthouse (*Falsterbo Fyr*), the light-ship on the dangerous *Falsterbo Riff* ('reef'), the island of *Måkläppen* with its countless gulls, and farther distant the chalk-island of *Möen*.

The *Church of Skanör*, another venerable edifice, has a crypt under the choir like the churches of Lund and Dalby (pp. 382, 383). The fine old font is embellished with the figures of twenty kings. The Castle Hill here commands an extensive view, extending in clear weather across the Sound as far as *Stevens Klint*, a cliff on the Danish coast.

RAILWAY FROM MALMÖ TO YSTAD, 63 Kil. (40 Engl. M.), in 3 hrs. (fares 4½, 2¼ kr.). — The train traverses the fertile province of Skåne, where extensive corn-fields and beautiful groves of beeches contrast pleasantly with the dreary regions farther to the N., while white churches and country-seats of the Swedish noblesse are seen at frequent intervals. About 5 Kil. to the N. of (16 Kil.) *Skabersjö* is the beautiful mansion of *Torup*, which forms an interesting object for an afternoon's drive from Malmö. At (21 Kil.) *Svedala* the line is crossed by the branch-line from Lund to Trelleborg (p. 383). Near (28 Kil.) *Böringe* is the château of that name, formerly a nunnery. In the neighbourhood of (38 Kil.) *Skurup* is *Svaneholm* on an island in the Svanesjö, once the property of Rodger Maclean, a distinguished farmer and promoter of national education. The following stations are named after the extensive estates and mansions near them.

63 Kil. (40 Engl. M.) **Ystad** (*Hôtel du Sud*; *Hôtel du Nord*), a busy seaport with 7000 inhab., mentioned in history as early as the 13th century. To a Franciscan monastery, founded here in 1267, once belonged the *Petri Kyrka*, which is now modernised. The *Vårfru-Kyrka* also dates from the 13th century. Down to 1658 the town belonged to Denmark. Besides the coasting steamers from Stockholm to Malmö, Copenhagen, and Gothenburg, another plying between Stettin and Bergen touches here fortnightly, and there are several small local steamboats.

The steamer plying between Copenhagen and the island of **Bornholm** (every evening except Sun.) touches at Ystad on Wed. and Sat. night. Bornholm belongs to Denmark, and lies about 5 sea-miles to the S.E. of the Swedish mainland (3 hrs. from Ystad). It is about 230 Engl. sq. M. in area, and contains upwards of 30,000 inhab., whose chief resources are agriculture and the digging of the porcelain-clay used in the famous manufactories of Copenhagen. *Rønne*, the capital, lies on the W. coast. The island is rocky and mountainous. The hill called *Knäkten* and the *Echodal* in the interior are worthy of a visit. Between *Svaneke* and *Ältinge* on the N. coast are a number of picturesque and imposing cliffs, including *Randklöveskaaret*, *Helligdomsklipperne*, *Gaaserenden*, and *Vaade Ovn*. The northernmost promontory is called *Hammeren*.

RAILWAY FROM YSTAD TO ESLÖF, 76 Kil. (47 Engl. M.), in 3-3½ hrs. (fares 5 kr. 40, 2 kr. 70 ö.). The line intersects a number of the extensive estates of Skåne. 11 Kil. *Svenstorp*.

From (19 Kil.) *Tomelilla*, a branch line (27 Kil. in 11¼-11½ hr., fares 2 kr. 10, 1 kr. 10 ö.) runs to the little seaport of *Cimbrishamn* or *Simrishamn* (about 2000 inhab.; Höt. *Simrishamn*, Svea). A little to the S.W. of *Cimbrishamn* is the *Glimmingehus*, an ancient baronial fortified 'château', and a little to the N. is the fishing village of *Kivik*, where there is a curious old monument, pronounced by Prof. Nilson to be Phœnician.

27 Kil. *Esperöd*; 32 Kil. *Löfvestad*; 41 Kil. *Vollsjö*. To the S. of (47 Kil.) *Bjersjölagård* is *Öfveds-Kloster*, a picturesque and handsome château on the *Vombsjö*, belonging to one of the largest estates in Skåne, and formerly a wealthy monastery. — 60 Kil. *Löberöd*. Between (65 Kil.) *Hurtva* and (71 Kil.) *Christineberg* the train passes the château of *Skarhult*, built in 1562 and recently restored by Brunius, and containing a picture-gallery of some value.

76 Kil. (47 M.) *Eslöf*, see p. 381.

FROM ESLÖF TO LANDSKRONA, 32 Kil. (20 Engl. M.), railway in 1¼-2 hrs. (fares 2 kr. 25, 1 kr. 15 ö.) — The train traverses a tame arable district, with several unimportant stations. From (10 Kil.) *Marieholm* a visit may be paid to the Röstånga, Lake Odin, and Skäralid (comp. p. 381). 21 Kil. *Billeberga* is the junction for *Helsingborg* (p. 384).

32 Kil. (20 M.) **Landskrona** (\**Stadshuset*; *Drufvan*; *Gröna Lund*, with a pretty garden), a town with 10,500 inhab., and possessing an excellent harbour 22-36 ft. deep, was founded by Eric XIII. in 1413. The *Castle*, which was completed in 1546, is now used as a prison and a storehouse. To the N. of the town is *Hvilan*, a favourite resort. — Steamboat to Copenhagen once or twice daily.

FROM LANDSKRONA TO ENGELHOLM, 48 Kil. (30 Engl. M.), railway in 2¼ hrs. (fares 3 kr. 20 ö., 2 kr.). The intermediate stations are unimportant. Beyond (9 Kil.) *Vadensjö* the line crosses the Helsingborg and Billeberga railway by a bridge (p. 385). Near (26 Kil.) *Billesholm* are extensive coal-mines. 35 Kil. *Åstorp* is the junction of the Hesselholm-Helsingborg line (see p. 384) and for *Höganäs* (p. 385). — 48 Kil. (30 M.) *Engelholm* (see p. 285).

From Landskrona a visit may be paid to the Swedish island of *Hven*, about 5 Engl. M. distant, with the church of *St. Ibs* (a corruption of Jacobus), where the famous Danish astronomer *Tycho Brahe* once possessed a château called *Uranienborg* and his subterranean observatory of *Stelleborg*. Of these, however, there is now no trace. — Sailing-boat 4-5 kr.

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**Sketch**  
of  
**Norwegian and Swedish**  
**Grammar,**  
with  
**Vocabulary and List of Phrases.**

**Contents.**

- I. The Language of Norway.
- II. The Language of Sweden.
- III. Vocabulary.
- IV. Short and Useful Phrases.

This cover may be detached from the rest of the book  
by severing the paper thread which will be found between  
pp. 34, 35.



### I. Language of Norway.

The Gothic tribes of Aryan or Indo-European origin who settled in Scandinavia, probably about the beginning of the Christian era, if not earlier, appear all to have spoken a common language called the *Norræna Mál*, afterwards known as the *Dönska Tunga*, the history of which is not distinctly traceable farther back than the 9th or 10th century. That language, now known as Icelandic, or the Old Northern Tongue, and called by the Norwegians 'Old Norsk', was carried to Iceland by the Norwegians who settled there in the 9th century, and it has there been preserved in its original purity and vigour down to the present day, while on the mainland it gradually underwent modification and split into several distinct dialects, of which modern Swedish and modern Danish are now the most important. The history of the language of Norway between the colonisation of Iceland and the incorporation of Norway with the kingdom of Denmark towards the end of the 14th century is involved in obscurity, but the dialects spoken in different parts of the country probably continued closely akin to the primitive Old Norsk. In Denmark the original *Dönska Tunga* had meanwhile undergone considerable alteration, as is shown by the *Skaanske Lov* and the *Sjælandske Lov*, promulgated in 1162 and 1171 respectively, the gutturals and other consonants having been somewhat modified and softened, and the inflections simplified. From the year 1387, when Queen Margaret, the 'Northern Semiramis', was crowned queen of Norway, dates the introduction of the Danish language into the sister country. Between that date and the year 1814 when Norway was severed from Denmark and united with Sweden, the Norwegians had enjoyed a considerable degree of political independence, but their ancient language was gradually superseded by that of the dominant race, which was used by the government officials and adopted by the upper classes generally, although a number of dialects descended from the Old Norsk speech continued to be spoken in the remoter districts, chiefly by the uneducated classes. At the present day therefore the language of the country is Danish, although the natives prefer to call it Norsk, but it is pronounced with greater vigour and distinctness than by the Danes themselves, and it is enriched with a considerable number of words derived from the old provincial dialects which greatly enhance its interest. Like other languages of the Teutonic stock, Danish has admitted many Romanic and other foreign words to the rights of citizenship, such as *genere sig* (se gêner), *Kandidat* (candidat), *Kontor* (comptoir), *Kritik* (critique), *Kvarter* (quartier), *Præst* (presbyter); but some of these have

been introduced more from fashion than necessity, and words of purely native growth are to be found in every branch of art and science. The following lines by Norwegian poets may be quoted here as a specimen of the modern language common to Norway and Denmark: —

'Min norske Vinter er saa vakker:  
De hvide snebedeekte Bakker  
Og grønne Gran med pudret Haar  
Og trofast Is paa dybe Vande  
Og Engledragt paa nøgne Strande  
Jeg bytter neppe mod en Vaar'.

*J. N. Brun.*

Ja! herligt er mit Fødeland,  
Den gamle klippefaste Norge  
Med Sommerdal og Vinterborge,  
Der evig trodser Tidens Tand.  
Om Kloden rokkes end, dets Fjelde  
Skal Stormen dog ej kunne fælde'.

*S. O. Wolf.*

Literal translation:

My Norwegian winter is so beautiful: the white, snow-clad hills, and green pines with powdered hair, and stedfast ice on deep lakes, and angelgarb on barren shores, I would hardly exchange for spring.

Literal translation:

Yes! glorious is my native land, the ancient cliff-bound Norway, with summer valley and winter fastness, which ever defies the tooth of time. Even if the globe be shaken, the storm shall be unable to overthrow its mountains.

A knowledge of the language of the country will conduce materially to the traveller's comfort and enjoyment. English is spoken at the principal resorts of travellers and by the captains of most of the steamboats, but on the less frequented routes and particularly at the small country-stations the native tongue alone is understood. The traveller should therefore endeavour to learn some of the most useful and everyday phrases which he is likely to require on his journey. Those who are already acquainted with German or Dutch will find the language exceedingly easy and interesting, as the great majority of the words of which each of these languages consists are derived from the same Gothic stock as Danish. A still higher vantage-ground is possessed by those who have studied Icelandic, or even the kindred Anglo-Saxon, the former being the direct ancestor of the language of Norway. Those, on the other hand, who are tolerably proficient in Swedish, will understand and be understood with little difficulty in Norway, though much less readily in Denmark. Conversely, the traveller who has learned Danish with the Norwegian accent will generally find it intelligible to Swedes, and will himself understand Swedish fairly well; but Danish acquired in Denmark will be found very unsatisfactory in Norway and still more so in Sweden.

The traveller who takes an interest in the language, which throws light on many English words, and particularly on English and Scotch provincialisms, should be provided both with an English-Danish (*Rosing's*, 3rd edit.; Copenhagen, 1869) and Danish-English dictionary (*Ferrall & Repp's*, 3rd edit.; Copenhagen, 1867), and with *Ivar Aasen's* copious and instructive 'Norsk Ordbog' (2nd edit., Christiania, 1873). Rask's Grammar, Frädersdorff's Practical Introduction, and Bojesen's Guide are also recommended to the notice of students of Danish. For the use of ordinary travellers,

however, the following outline of the grammar and the vocabularies, though necessarily brief and imperfect, will probably suffice.

**Pronunciation.** The CONSONANTS and their pronunciation are nearly all the same as in English; but *f* at the end of a word is pronounced like *v*; *g* before *e* and *i* and at the end of a syllable is often pronounced like *y*; *j* is pronounced like the English *y*; *k* before *e*, *i*, *j*, *y*, *æ*, and *ø* is (in Norway) pronounced like the English *t* followed by the consonant *y*, or nearly like the English *ch*; *sk* before the same vowels is pronounced like the English *sh*; while *c* (like *s* before *e*, *i*, *y*, *æ*, and *ø*, and like *k* before *a*, *o*, *u*, and *aa*), *q*, *x*, and *z* are used in words of foreign origin only. The chief irregularities are that *d* at the end or in the middle of a syllable is generally mute, as *Fladbrød* (pron. Flabrød), *sidst* (pron. sist), *hende* (pron. henne); *g* at the end of a syllable is often inaudible, as *deilig* (pron. deili), *farlig* (pron. farli), while *eg* is softened to *ei*, as *jeg* (pron. jei), *egen* (pron. eien), and, in conversation, *mig*, *dig*, *sig* are corrupted to *mei*, *dei*, *sei*; *s* after *r* is pronounced almost like *sh*; lastly, in *det*, the *t* is usually mute, and *de* is pronounced *di* (dee).

The VOWELS *a*, *e*, and *i* are pronounced (as in French and German) *ah*, *eh*, *ee*; *o* is sometimes pronounced *oo* (as in *boot*), sometimes *o* (as in *hole*), and when short it is like the short English *o* (in *hot*), but less open; in *ai*, *ei*, *oi*, each letter is pronounced distinctly; *u*, when long, is somewhat like the *u* in *lute*, with an approach to the French *u*, and when short it resembles the French *eu* or the English *i* in *bird*; *y*, when long, is like the French *u*, and when short it is indistinguishable from the short *ø*. The sound of *aa* is that of the long English *o*; *æ* is like *e*, but more open (as in *where*); *ø*, sometimes written *ö* when the sound is more open, has the sound of the German *ö* or the French *eu*. These two last letters are placed at the end of the alphabet, a peculiarity which consulters of a Danish dictionary must bear in mind. — Those who have studied French or German will have no difficulty with the *y* and the *ø*, but it is not so easy to catch the precise sound of the *u*, and it requires some practice to distinguish between words in which *o* is pronounced *oo* and those in which it is pronounced as in English.

**Genders.** There are two genders, the common (including masculine and feminine) and the neuter.

**Articles.** The INDEFINITE is *en* (c.) or *et* (n.), as *en Mand* (a man), *en Kvinde* (a woman), *et Barn* (a child).

The DEFINITE is *den* (c.), *det* (n.), *de* (pl.), which forms are used almost exclusively when an adjective intervenes between the article and the substantive, as *den gode Mand* (the good man), *det unge Barn* (the young child), *de gamle Konger* (the old kings). When immediately connected with its substantive, the definite article is *-en* or *-n*, *-et* or *-t*, and *-ne* or *-ene*, added as an affix to

the substantive, as *Manden* (the man), *Barnet* (the child), *Kongerne* (the kings), *Gaardene* (the farm-houses).

**Substantives.** All substantives are spelled with an initial capital. The genitive, both singular and plural, usually ends in *s*, as *Kongens Mildhed* (the king's clemency), *Mændenes Heste* (the men's horses). All nouns ending in *e* form their plural by adding *r*, as *Konge*, -*r*, *Kvinde*, -*r*; others add *er*, as *Blomst*, -*er*; others *e*, as *Hest*, -*e*; and many neuter nouns remain unchanged in the plural, as *Sprog* (language), *Hus* (house). Lastly, a number of substantives modify their radical vowel in the plural, as *Haand* (hand), *Hænder*, *Fod* (pron. oo; foot), *Fødder*, *Bog* (pron. o; book), *Bøger*, *Barn* (child), *Børn*. In many cases the consonant is doubled in order to preserve the short sound of the vowel, as *Hat* (hat), -*te*, *Ven* (friend), -*ner*, *Gut* (Norw., boy), -*ter*.

**Adjectives.** Those derived from proper names are not spelled with initial capitals (as *norsk*, Norwegian; *engelsk*, English). When preceded by the indefinite article, the adjective remains unchanged in the common gender, but *t* is added to it in the neuter, as *en god Hest*, *et stort* (large) *Hus*; if, however, the adjective terminates in *e*, *o*, *u*, or *y*, it remains unchanged in both genders, as *en lille Hest*, *et lille Barn*, *en sky* (shy) *Hest*, *et bly* (shy) *Barn*; but *ny* (new) has the neuter *nyt*. When preceded by the definite article, and in the plural whether with or without article, adjectives have an *e* added, unless they terminate in *e*, *o*, *u* or *y*; as *den gode Hest*, *det store Hus*, *de smukke smaa Børn* (the pretty little children), *vakre* (contracted from *vakker* -*e*) *Fjorde* (beautiful bays). When standing alone after the substantive as a predicate the adjective usually agrees with the substantive in gender and number, as *Huset er* (is) *stort*, *Hestene er store*.

The COMPARATIVE and SUPERLATIVE are formed by adding *re* or *ere* and *rt* or *est* to the positive; as *glad* (glad), *gladere*, *gladest*; *rig* (rich), *rigere*, *rigest*; but in some cases they are formed by prefixing *mær* and *mest* to the positive, as *elsket* (beloved), *mer elsket*, *mest elsket*. The radical vowel is sometimes modified; as *stor*, *større*, *størst*; *faa* (few), *færre*, *færrest*. Several adjectives are irregularly compared: *god*, *bedre*, *bedst*; *ond* (bad), *værre*, *værst*; *gammel* (old), *ældre*, *ældst*; *lille* (small), *mindre*, *mindst*; *megen*, *meget* (much), *mer*, *mest*; *mange* (many), *flere*, *fleste*.

**Numerals.** The CARDINAL NUMBERS are: *en* or *een* (n. *et*), *to*, *tre*, *fire*, *fem*, *sex*, *syv*, *otte*, *ni*, *ti*, *elleve*, *tolv*, *tretten*, *fjorten*, *femten*, *sexten*, *sytten*, *atten*, *nitten*, *tyve* (twenty); *en og tyve*, *to og tyve*, etc.; *treti* (tredivet); *firti* (fyrretyve), *femti* (or *halvtresindstyve*, i. e. 'halfway between twice and three times twenty', or 'thrice twenty all but a half of twenty'; the word used in Denmark, and often contracted to *halvtres*), *sixti* (*tresindstyve*, or *tres*), *sytti* (*halvfjersindstyve*, or *halvfjers*), *otti* (*firsindstyve*, or *firs*), *nitti* (*halvfemsindstyve*, or *halvfems*), *hundrede*, *tusinde*.

**ORDINAL NUMBERS.** *Den, det, de første, anden* (pl. *andre*), *tredie, fjerde, femte, sjette, syvende, ottende, niende, tiende, ellevte, tolvte*, etc.; *tyvende, tredieende, firtiende, femtiende* (or *halvreststyvende*), etc.; *hundrede* and *tusinde* undergo no alteration.

**FRACTIONS.** *En halv* ( $\frac{1}{2}$ , adj.; the subst. is *en Halvdæl*); *halvanden* ( $\frac{1\frac{1}{2}}$ , 'another all but half'); *halvtredie* ( $\frac{2\frac{1}{2}}$ , 'a third all but half'), or *to og en halv*; *halvfjerde*, or *tre og en halv*; *en Trediedel* ( $\frac{1}{3}$ ); *en Fjerdedel* ( $\frac{1}{4}$ , or *en Fjerdings*, *en Kvart*, or *et Kvarter*); *en Femtedel*; and so on, *del* (part) being added to the ordinals.

**Pronouns. PERSONAL.** Nom. sing. *jeg* (I), *du* (thou), *han* (he), *hun* (she), *den* or *det* (it); pl. *vi*, *I*, *de*. Acc. sing. *mig*, *dig*, *ham*, or *sig*, *hende* or *sig*, *den* or *det*; pl. *os*, *eder*, *dem* or *sig*. Gen. sing. *hans*, *hendes*, *dens* or *dets*; pl. *deres* (their).

*Sig* is always reflexive, referring to the nominative or subject (himself, herself, itself, themselves). Members of the same family and intimate friends address each other as *Du*, pl. *I*, but in ordinary society *De* (literally 'they'), with the verb in the singular, is always used. In this sense the accusative of *De* is *Dem*, never *sig*; as *De har skadet Dem* (you have hurt yourself).

**POSSESSIVE.** *Min* (my), *mit*, pl. *mine*; *din* (thy), *dit*, pl. *dine*; *sin* (his, her, or its), *sit*, pl. *sine*; *vor* (our), *vort*, pl. *vore*; *jer* (your), *jert*, pl. *jere* (colloquial); *deres* (their); *Deres* (your, in the polite form of address).

**DEMONSTRATIVE.** *Den, det* (this), pl. *de*; *denne, dette* (that), pl. *disse; hın or him, hint* (that), pl. *hine; samme* (same), *selv* (self), and *begge* (both) are indeclinable; *saadan, saadant* (such a one), pl. *saadane*.

**RELATIVES.** *Som* (who, whom, which, nom. and acc.) and *der* (who, which, nom. only) are indeclinable; *hvilken, hvilke, hvilket* (who, whom, which, nom. or acc.), pl. *hvilke; hvis* (whose, of which, sing. or pl.); *hvad* (what), indeclinable.

**INTERROGATIVES.** *Hvo or hvem* (who, whom), indeclinable; *hvilken, hvilket*, pl. *hvilke* (which, nom. or acc.); *hvad* (what).

**INDEFINITE.** *Man* (one, they, nom. only); *en* or *et* (one); *nogen* (some, somebody, some one), *noget* (some, something), pl. *nogle*; *ingen* (no, nobody, none), *intet* (no, nothing, none), no plural; *anden, andet* (other), pl. *andre*; *hver, hvert, enhver, enhver* (each, every; each one, every one); *al, alt* (all), pl. *alle*; *det, der* (it, with impers. verbs), as *det regnes* (it rains), *der siges* (it is said), *der skrives* (it is written).

**Verbs. AUXILIARY.** *At have* (to have); pres. indic. *har*, pl. *have*; imperf. *havde*; perf. *har* or *have havt*; fut. *vil* or *skall*, pl. *ville* or *skulle*, *have*; imperat. *hav*, pl. *have*; partic. *havende, havt*.

*At være* (to be); pres. ind. *er*, pl. *ere*; imperf. *var*, pl. *være*; perf. *har* or *have været*; fut. *vil* or *skall*, *ville* or *skulle*, *være*; imperat. *vær*, pl. *værer*.

At *skulle* (to be about to, to be obliged); pres. *skall*, pl. *skulle*; imperf. *skulde*; perf. *har* or *have skullet*.

At *ville* (to be about to, to be willing); pres. *vil*, pl. *ville*; imperf. *vilde*; perf. *har* or *have villet*.

At *kunne* (to be able); pres. *kan*, pl. *kunne*; imperf. *kunde*; perf. *har* or *have kunnet*; fut. *vil* or *skall*, *ville* or *skulle*, *kunne*.

At *maatte* (to be obliged); pres. *maa* (must); imperf. *maatte*; perf. *har* or *have maattet*.

At *turde* (to be allowed, to dare); pres. *tør* (may, dare); imperf. *turde* (might, dared).

At *burde* (to be bound, to be under an obligation); pres. *bør* (ought, etc.); imperf. *burde* (ought etc.).

The verb *faae* (to get), with the perfect participle, expresses futurity, as *naar jeg faaer skrevet* (when I shall have written).

The verb *blive* (to become) is sometimes used to form the passive voice, as *han bliver, blev skadet* (he is, was hurt).

CONJUGATIONS. The conjugations are either weak or strong, regular or irregular, and under each of these heads there are several subdivisions. The first and second of the three following verbs are weak (*i. e.* with the imperf. formed by the addition of *ede* or *te*, and the partic. by the addition of *et*, or *t* to the root), and the third and fourth are strong (*i. e.* where the imperf. takes no affix whether modifying the radical vowel or not).

*Elske* (love): pres. *elsker*, *elske*; imperf. *elskede*; perf. *har* or *have elsket*; partic. *elsket*, pl. (when used as adj.) *elskede*.

*Tale* (speak); pres. *taler*, *tale*; imperf. *talte*; perf. *har* or *have talt*; partic. *talt*, pl. *talte*.

*Komme* (come); pres. *kommer*, *komme*; imperf. *kom*; perf. *er kommen*, neut. *kommet*, pl. *ere komne*.

*Stjale* (steal); pres. *stjaler*, *stjale*; imperf. *stjal*; perf. *har* or *have stjaalet*; partic. used as adj. *stjaalen*, *stjaalet*, *stjaalne*.

The imperfect participle is formed by adding *nde* to the infinitive (as *elksende*, *kommende*). The imperative singular is the root (as *tal*, *stjal*), to which *er* is added in the plural (as *elsker*, *kommer*).

*Elskes* (be loved); pres. *elskes*, or *bliver elsket*, *blive elskede*; imperf. *elskedes* or *blev elsket*, *blev elskede*.

*Tales* (be spoken), pres. *tales*, or *bliver talt*, *blive talte*; imperf. *taltes*, or *blev talt*, *blev talte*.

The following **List of Verbs** in frequent use includes a number of weak and strong, regular and irregular. The infinitive, imperfect, and participle of each are given. When the participle ends in *-t*, the usual auxiliary is *have*, when it ends in *-n*, *-ne*, the auxiliary is *være*.

Accompany,  *ledsage*,  *ledsagede*,  *ledsaget*. Alight,  *stige ned* (*steg*, *steg-en*, *-et*, *-ne*);  *stige ud*. Arrive,  *ankomme*,  *ankom*,  *ankom-men*,  *-met*,  *-ne*. Ascend, mount,  *stige*,  *steg*,  *steg-en*,  *-et*,  *-ne*. Ask,  *spørge*,  *spurgte*,  *spurgt*. Awake (trans.),  *vække*,  *vakte*,  *vakt*.

Become, *blive, blev, blev-en, -et, -ne*. Beg, *bede, bad, bedt, -e*. Believe, *troe, troede, troet*. Bind, *binde, bandt, bundet, bund-en, -et, -ne*. Blow, *blåse, blåste, blæst*. Boil, *koge, kogte, kogt*. Break, *brække, brak, brækket, bruk-ken, -ket, -ne; slage itu (slog, slaget, slag-en, -et, -ne)*. Bring, *bringe, bragte, bragt*. Buy, *køpe, kjøpte, kjøpt*.

Call, shout, *raabe, raabte, raabt, -e*; see also 'name'. Carry, *bære, bar, baaret, baar-en, -et, -ne*. Change, *skifte, skiftede, skiftet; bytte, byttede, byttet*; change (money) *vevle, vevlede, vevlet*. Come, *komme, kom, kom-men, -met, -ne*. Count, *tælle, talte, talt*. Cost, *koste, kostete, kostet*. Cut, *skjære, skar, skaaet, skaar-en, -et, -ne*.

Demand, ask (a price, etc.), *forlange, forlangte, forlangt, -e*. Depart, see 'start'. Descend, *stige ned (steg, stegen)*. Dismount, *stige af, stige ned*. Do, *gjøre*; pres. *gjør, gjøre*; *gjorde, gjort*. Drink, *drikke, drak, drukket, druk-ken, -ket, -ne*. Drive (a carriage), *kjøre, kjørte, kjørt, -e*. Dry, *tørre, tørrede, tørret*.

Eat, *spise, spiste, spist, -e, or æde, aad, ædt, -e*.

Fear, *frygte, frygtede, frygtet*. Find, *finde, fand, fundet, fund-en, -et, -ne*. Fish, *fiske, fiskede, fisk-et, -ede*. Follow, *følge, fulgte, fulgt, -e*. Forget, *glemme, glemte, glemt, -e*. Freeze, *fryse, frøs, fruss-en, -et, -ne*.

Get, *faa, fik, faaet*; get down, *stige ned (steg, steg-en, -et, -ne)*; get in, *stige ind*; get up, *stige op*; get on, *komme frem (kom, kommen)*. Give, *give, gav, givet, giv-en, -et, -ne*. Go, *gaa, gik, gaaet*.

Help, *hjelpe, hjalp, hjulpet, hjulp-en, -et, -ne*. Hire, *hyre, hyrede, hyret; leie, leiede, leiet*. Hold, *holde, holdt, holdt, -e*. Hope, *haabe, haabede, haabet*.

Jump, *springe, sprang, sprunget, sprung-en, -et, -ne*.

Keep, *beholde, beholdt, beholdt*. Knock, *banke, bankede, banket*. Know (a fact), *vide*; pres. *vød, vide*; *vidste, vidst*; (a person, a place, etc.) *kjende, kjente, kjent*.

Lay, put, *lægge, lagte, lagt, lagd, -e*; lay hold, *tage fat paa* (see 'take'). Learn, *lære, lærte, lært*. Leave, *forlade*; leave behind, *efterlade*; see 'let'. Let, *lade, lod, ladet, ladt, -e*; let go, let fall, *slippe, slap, sluppet, slup-pen, -pet, -ne*. Lie, *ligge, lag, ligget*. Light, kindle, *tænde, tændte, tændt, -e*. Like, *synes (om), syntes*; or like (Norw.), *likte, likt*. Lose, *tabe, tabte, tabt, -e*.

Make, see 'do'. Mend, *istandsætte (sat, sat)*; *reparere, reparerede, repareret*; *udbedre, udbedrede, udbedret*. Mistake, make a mistake, *tage fejl (tog, taget)*. Mount, *stige, steg, stegen*; (on horseback) *sidde op (sad, siddet)*.

Name, call, *kalde, kaldte, kaldt, -e*. Named or called (to be), *hedde, hed, hedt, -e*.

Open, *aabne, aabnete, aabnet, -e*. Order, *bestille, bestilled, bestillet*.

Pay, *betale, betalte, betalt, -e*. Pronounce, *udtale, udtalte, udtalt, -e*. Put, *sætte, sat, sat, -te*; see also 'lay'; put to (horses), *spænde, spændte, spændt*.

Rain, *regne, regnete, regnet*. Read, *læse, læste, læst*. Reckon, *regne, regnede, regnet*. Require, *behøve, behøvde, behøvt, -e*. Rest, *hvile, hvilte, hvilt*. Return (intr.), *komme* or *gaa tilbage*. Ride, *ride, red, redet, red-en, -et, -ne*. Roast, *stege, stegte, stegt*. Row, *roe, roede, roet*. Run, *løbe, løb, løbt*.

Say, *sige, sagte, sagt, -e*. See, *see, saa, seet, -e*. Seek, *søge, søgte, søgt*. Sell, *selge, solgte, solgt*. Send, *sende, sendete, sendet, -e*. Set, see 'put'. Shoot, *skyde, skjød, skudt, -e*. Shut, *lukke, lukkede, lukk-et, -ede*. Sit, *sidde, sad, siddet*. Sleep, *sove, sov, sovet*. Smoke (intrans.), *ryge, røg, røget*; (trans.) *røge, røgte, røgt*. Snow, *sne, snøde, snøt*. Speak, *tale, talte, talt, -e*. Stand, *staae, stod, staaet*. Start, *afgaa, afgik, afgaaet*; or *gaa bort, gaa afsted*. Stop (trans. or intrans.), *standse, standsede, stands-et, -ede*.

Take, *tage, tog, toge, taget, tag-en, -et, -ne*; take care of, *sørge, sørgede, sørgt (for)*. Think, *tænke, tænkte, tænkt*. Travel, *reise, reiste, reist*. Try, *forsøge, forsøgede, forsøgt*.

Understand, *forstaae, forstod, forstaa-et, -ede*. Use, *bruge, brugede, brugt*. — Wait, *vente, ventete, ventet*. Wash, *vadske, vadskede, vadske-et, -ede*. Wish, *ønske, ønskede, ønsk-et, -ede*. Write, *skrive, skrev, skrevet, skrev-en, et, -ne*.

**Adverbs.** The neuter forms of adjectives are used as adverbs; as *gød* (good), *gødt* (well); *langsom* (slow), *langsomt* (slowly); and such adverbs take the same comparative and superlative as the adjectives. *Godt* or *vel* has *bedre, bedst*; *ilde* (ill), like *ond* or *daarligh*, has *værre, værst*; *gjerne* (willingly), *hellere* (rather), *helst* (most willingly, rather, especially).

The following are in very frequent use: —

**PLACE.** About, *omtrent*; above, *ovenpaa*; after, *efter*; around, *omkring*; at home, *hjemme* (indicating *rest*, like several other adverbs ending in *e*, while without the *e* they indicate *motion*); away, *bort, borte*; back, *tilbage*; below, *nedenunder*; down, *nød, nede*; everywhere, *overalt*; far, *langt*; far from here, far distant, *langt herfra*; here, *her*; home, *hjem*; in, *ind, inde*; near, *nær*; nowhere, *ingensteds*; out, *ud, ude*; past, *forbi*; there, *der*; thither, *did*; up, *op, oppe*; where, *hvor*; within, *inde*.

**TIME.** About, *omtrent*; afterwards, *siden efter*; again, *atter, igjen*; always, *altid*; already, *allerede*; before, *før*; early, *tidligt*; immediately, *strax*; last year, *ifjor*; late, *sent*; long, *lange*; nearly, *næsten*; never, *aldrig*; now, *nu*; often, *ofte, tidt*; once, *engang*; seldom, *sjælden*; sometimes, *undertiden*; soon, *snart*; still, *endnu*; the day after to-morrow, *iovermorgen*; the day before yesterday, *iforgaars*; then, *da, paa, den Tid*; this evening, *iaften*; this morning, *imorges*; to-day, *idag*; to-morrow, *imorgen*; twice, *to Gange*; when (interrogative), *naar, hvad Tid*; yesterday, *igaar*.

**MANNER, DEGREE, etc.** A little, *noget*; also, *ogsaa*; also not, *heller, ikke*; altogether, *i Alt, i det hele taget, altsammen*; broken

(in two), *itu*; downhill, *nedad* (*Bakken*); how, *hvorledes*; little, *lidt*; much, *meget*; no, *nej*; not, *ikke*; not at all, *slet ikke*; of course, *naturligvis*; only, *kun*; particularly, *især*; partly, *dels*; perhaps, *kanske, maaske*; possibly, *muligvis*; probably, *rimeligvis*; quickly, *hurtigt* (*ført*); so, thus, *saaledes*; softly (gently, slowly), *sagte*; straight on, *ligefrem*; together, *tilsammen*; too (much, etc.), *for* (*meget*, etc.); uphill, *opad* (*Bakken*); very, *meget*; why, *hvorfor*; yes, *ja, jo* (the latter being used in answer to a question in the negative or expressing doubt).

**Prepositions.** Among the most frequent are: —

About, *om*; above, *over*; after, *efter*; among, *blandt*; at, *i, paa, ved*; at (of time), *om*; behind, *bag*; between, *mellem*; by, at the house of, *hos*; by, near, *ved*; by, past, *forbi*; during, *om, under*; for, in front of, *for*; from, *fra*; in, *i*; instead of, *istedenfor*; near, *nær, ved*; of, from, *af*; on, *paa*; opposite, *ligeoverfor*; over, upwards of, *over*; past, *forbi*; round, *rundt om*; since, *siden*; through, *gjennem*; till, *indtil* (not till, *ikke før*); to, *til*; towards, *mod*; under, *under*; upon, *paa*; with, *med*.

**Conjunctions.** The most important are: —

After, *efterat*; although, *skjændt*; and, *og*; as, *da*; as — as, *saa — som*; because, *fordi*; before, *før*; but, *men*; either — or, *enten — eller*; for, *thi*; if, *om, dersom, hvis*; in order that, *for at*; or, *eller*; since (causal), *fordi, efterdi*, (of time) *siden*; so, *saa*; than, *end*; that, *at*; till, until, *indtil*; when (with past tense) *da*, (with present or future) *nær*; where, *hvor*; while, *medens*.

**Interjections.** Ah, alas, *ak*; indeed, *ih, jassaa, virkelig*; not at all, far from it, don't mention it, *langt ifra, ingen Aarsag*; of course, certainly, *kors, bevars*; pardon, *om Forladelse*; please, *vær saa good, vær saa artig*; thanks, *Tak* (many, *manye*); true, *det er sandt*; what a pity, *det er Synd*!

## II. Language of Sweden.

The remarks already made on the origin of the Danish language and on the peculiarities of its pronunciation apply almost equally to the Swedish language. The latter, however, is derived much more purely and directly from the original Gothic tongue, and is therefore much more interesting to philologists.

**Articles.** The INDEFINITE ARTICLE is (m. and f.) *en*, (n.) *ett*; as *en karl*, a man; *ett barn*, a child.

The DEFINITE ARTICLE is (m. or f.) *en* (or *n* after a vowel), and (n.) *et* or *ett*, affixed to the substantive; as *konungen*, the king; *flickan*, the girl. Preceding an adjective, the definite article is (m. or f.) *den*, (n.) *det*, (pl.) *de*; but the substantive which follows still retains its affix; as *den gode konungen*, *det lilla barnet* (the little child), *de sköna flickorna* (the pretty girls).

**Substantives.** The genitive, both singular and plural, usually

ends in *s*; as *barnets moder*, *konungens godhed*, *presternas böcker* (the priests' books).

The plural is formed by adding *or*, *ar*, *er*, or *n*; but it is sometimes the same as the singular, especially in the case of neuter substantives; as *krona*, *kronor*; *gosse* (boy), *gossar*; *lind* (lime-tree), *lindar*; *prest*, *prester*; *knä* (knee), *knän*; *hus* (house), pl. *hus*. Among the irregular plurals the commonest are *man*, *män*; *öga* (eye), *ögon*; *öra* (ear), *öron*; *bok* (book), *böcker*;  *fot* (foot), *fötter*; *nat* (night), *nätter*; *gås* (goose), *gäss*.

**Adjectives.** After the indefinite article the adjective undergoes no change, except in the neuter gender, in which case *t* is added; as *en ung man*, *en skön flicka*, *ett artigt barn* (a good child). The neuter of *liten* (little) is *litet*, of *mycken* (much) *mycket*.

After the definite article the adjective takes the affix *e* or *a* in the masculine, and *a* in the feminine or neuter; as *den gode mannen*, *den sköna flicka*, *det artiga barnet*. When following the definite article *liten* becomes *lilla* (pl. *små*). For all genders the plural is *de goda*, *de sköna*, *de artiga*, *de små*.

The COMPARATIVE and SUPERLATIVE are formed by adding *are* and *ast* to the positive; as *rolig* (quiet), *roligare*, *roligast*; *ringa* (small, insignificant), *ringare*, *ringast*. Irregular are: *god* (good). *bättre*, *bäst*; *dålig* (bad). *sämré*, *sämst*, or *värre*, *värst*; *låg* (low), *lägre*, *lägst*; *lång* (long), *längre*, *längst*; *liten* (small), *mindre*, *minst*; *små* (small, pl.), *smärre*; *få* (few), *färre*; *mycken* (much), *mer*, *mest*; *många* (many), *flere*, *de fleste*; *stor* (large), *större*, *störst*; *gammal* (old), *äldre*, *älst*; *ung* (young), *yngre*, *yngst*; *tung* (heavy), *tyngre*, *tyngst*.

**Numerals.** The CARDINAL NUMBERS are: *en* or *ett*, *två*, *tre*, *fyra*, *fem*, *sex*, *sju*, *åtta*, *nio*, *tio*, *elfva*, *tolf*, *tretton*, *fjorton*, *femton*, *sexton*, *sjutton*, *aderton*, *nitton*, *tjugu* (20); *tjugu en*, etc.; *tretti*, *fyratio* (pron. *förtil*), *femtio*, *sertio*, *sjuttio*, *åttatio* (*ättio*), *nittio*, *hundra*, *tusen*, *en million*.

The ORDINAL NUMBERS are: *den förste*, *den*, *det första*; *den andre*, *den*, *det andra* (*en annan*, *ett annat*); *tredje*, *fjerde*, *femte*, *sjette*, *sjunde*, *åttonde*, *nionde*, *tionde*, *elfte*, *tolfte*, *trettonde*, *fjortonde* etc.; *tjugonde* (20th), *tjugu förste* etc.; *trettionde*, *fyrtionde* etc.; *hundrade*, *tusende*.

FRACTIONS. *En half* ( $\frac{1}{2}$ , adj.; the subst. is *en hälft*), *half-annan* ( $\frac{1\frac{1}{2}}$ ); *en tredjedel* ( $\frac{1}{3}$ rd), *en fjerdedel* ( $\frac{1}{4}$ th), etc.

**Pronouns.** PERSONAL. Nom. sing. *jag* (I), *du* (thou), *han* (he), *hon* (she), *det* (it); nom. pl. *vi*, *i*, *de*. Acc. sing. *mig*, *dig*,  *honom*,  *henne*,  *det*; acc. pl. *oss*,  *eder*,  *dem*. Gen. sing. *hans*,  *hennes*,  *dets*; gen. pl. *deras* (their). Refl. acc. *sig* (himself, herself, itself, themselves). *Hvarandra* (one another).

*Du* is used in addressing near relatives and intimate friends. *Ni*, corresponding with the Danish *De* (you), with the plural number, is used in addressing strangers; but it is more polite to

use the awkward periphrasis *herrn er, har*, etc., *frun er, fröken er*, or better still the person's title, if known, as *vill herr öfversten vara så god* (will the colonel be so kind)?

*Mig, dig, sig* are pronounced *mei, dei, sei* (almost like the French *pays*). *De* is often pronounced *dee*, and *det* *day*.

POSSESSIVE. *Min* (my), *mitt*, pl. *mina*; *din* (thy), *ditt*, pl. *dina*; *hans* (his), *hennes* (her), *dets* (its); *sin* (his, her, its, their; refl. only), *sitt*, *sina*; *vår* (our), *vårt, våra*; *eder* (your), *edert, edra* (*er, eri, era*).

DEMONSTRATIVE. *Denne, denna* (this), *detta*, pl. *desse, dessa*; *den, det her* (this here), pl. *de her*; *den, det der* (that there), pl. *de der*; *den, det, de samme* (the same).

RELATIVE. *Som* (who, whom, which), nom. and acc. only; *hvilken, hvilket* (who, whom, which), pl. *hvilka*; *hvad* (what).

INTERROGATIVE. *Hvem* (who), *hvems* (whose), *hvad* (what), *hvilken-en, -et, -a* (which).

INDEFINITE. *Man* (one), *sjelf* (self), *någon* (some, somebody), *något* (some, something), *några* (pl., some); *ingen* (no, nobody), *intet* (no, nothing), *inga* (pl., no); *mången* (many a one), *många* (many); *all, allt* (all); *hvar, hvart* (each, every), *hvar och* (pron. *ok*) *en* (one and all); *hel, helt* (whole), *hele* (pl., whole).

Verbs. AUXILIARY. *Att hafva* (to have). Pres. indic. *jag, du, han, hon, det, Ni har*; *vi ha* (or *hafva*); *i han* (*hafven*), *de ha* (*hafva*). Imperf. *jag, etc., hade*; *vi hade*; *i hadn*; *de hade*. Fut. *jag, etc., skall hafva*; *i skolen hafva*; *de skola hafva*. Condit. *jag, etc., skulle hafva*; *vi skulle hafva*; *i skullen hafva*; *de skulle hafva*, Imper. *haf* (*ha*), pl. *hafven*. Partic. *hafvande, haft*.

*Att vara* (to be). Pres. indic. *jag, etc., är*; *vi äro, i ären, de äro*. Imperf. *jag, etc., var*; *vi voro, i voren, de voro*. Perf. *jag, etc., har varit*. Imperf. *jag hade varit*. Fut. *jag skall vara*. Cond. *jag skulle vara*. Imper. *var, varen*. Partic. *varande, varit*.

*Att skola* (to be obliged, to be about to); pres. *skall, skola*; imperf. *skulle*; partic. *skolande, skullet*.

*Att vilja* (to be willing, to be about to); pres. *vill, vilja*; imperf. *ville*; partic. *viljande, velat*.

*Att kunna* (to be able); pres. *kann, pl. kunna*; imperf. *kunde*; partic. *kunnat*.

*Att må* (to be obliged); pres. *må*; imperf. *måste*.

*Att töra* (may, to be allowed); pres. *tör*; imperf. *torde*.

*Att böra* (to be bound, obliged); pres. *bör* (ought); imperf. *borde* (ought).

The CONJUGATIONS are either weak or strong, regular or irregular. The following three verbs are weak and regular:

Infinitive. *Att älska* (to love), *böje* (bend), *bo* (live).

Pres. indic. *Jag, du, han älskar, böjer, bor*; *vi, de älska, böja, bo*; *i älsken, böjen, bon*.

Imperf. *Jag, du, han, vi, de älskade, böjde, bodde*; *i älskaden,*

*böjden, bodden.* Perf. *Jag har älskat, böjt, bott.* Fut. *Jag skall älska, böje, bo.* Imper. *Älska, böj, bo; älsken, böjen, bon.* Partic. *Älskande, böjende, boende; älskat, böjt, bott.*

Most of the Swedish verbs are conjugated like *älska*. Those whose roots end in *k, p, s*, or *t* form the imperfect by adding *te*, and the participle by adding *t*; as *köpe, köpte, köpt*.

The passive is formed by adding *s*: *jag älskas* (I am loved), *älskades* (was loved), *har älskats* (have been loved), *älskandes* (being loved). The passive may also be formed with the auxiliary *blifva* (to be, become): *jag blir älskad* (I am loved), *blef älskad* (was loved).

The following **List of Verbs** in frequent use includes a number of regular, strong, and irregular verbs. The present indicative, which is generally formed from the infinitive by adding *r*, the imperfect, the perfect participle used with *hafva*, and the perfect participle used with *vara* are given in each case. When the participle ends in *n*, the neuter usually changes the *n* to *t*, and the plural ends in *ne* or *na*.

Arrive, *ankommer, ankom* (pl. *ankommo*), *ankommit, ankommen*; or *inträffar, inträffade, inträffat*. Ascend, *stiger (upp), steg (stego), stegit, stegen*. Ask, *frågar, frågade, frågat*. Awake (trans.), *väckar, väckade, väckat*.

Become, *blir* (vi *blifva*, inf. *blifva*), *blef, blifvit, bleven*. Beg, *ber* (vi *bedje* or *be*, inf. *bedja*), *bad* (vi *bådo*), *bedt, bedd*. Bind, *bindar, band* (vi *bundo*), *bundit, bunden*. Blow, *blåser, blåste, blåst*. Boil, *kokar, kokte, kokt*. Break, *brytar, brytade, brytat*. Bring, *bringar, bragte, bragt* (*bringat*). Buy, *köpa, köpte, köpt*.

Call, shout, *ropa, ropte, ropt*; see also 'to name'. Carry, *bär* (inf. *bära*), *bar* (*buro*), *burit, buren*. Change, *bytar, bytade, bytat*; change (money), *veclar, veclade, veclat*; change (alter), *förändrar, förändrade, förändrat*. Come, *kommer, kom* (*kommo*), *kommit, kommen*. Count, *täljar, täljade, täljt*. Cost, *kostar, kostade, kostat*. Cut, *skär* (inf. *skära*), *skar* (*skuro*), *skurit, skuren*.

Demand (ask a price etc.), *fordrar, fordrade, fordrat*. Depart, *afresar, afreste, afrest*; or *går bort, resar bort*. Descend, *stiger ned* (see 'ascend'). Dismount, *stiger ned, stiger af* (*hesten*), *sitter af* (see 'sit'). Do, *gör* (inf. *göra*), *gjorde, gjordt, gjord*. Drink, *dricker, drack* (*drucko*), *druckit, drucken*. Drive (a carriage), *körer, körte, kört*. Dry, *torkar, torkade, torkat*.

Eat, *spisar, spiste, spist*, or *äter, åt* (*äto*), *ätit, äten*.

Fear, *fruktar, fruktade, fruktat*. Find, *finnar, fann, funnit, funnen*. Fish, *fiskar, fiskte, fisket*. Follow, *följer, följte, följt*. Forget, *glömmar, glömte, glömt*. Freeze, *fryser, frös* (*fröso*), *frusit, frusen*.

Get, *får, fick* (*gingo*), *fått*; get up, down, in, *stiger upp, ned, in*; get on, *kommer fram*. Give, *ger* (*gifver*; inf. *ge, gifva*), *gaf* (*gåfvo*), *gifvit, gifven*. Go, *går, gick* (*gingo*), *gått, gånge*.

Help, *hjelper, hulp* (*hulpo*), *hulpit, hulpen*. Hire, *hyrar, hyrade*,

*hyrat*. Hold, *håller*, *höll* (*höllo*), *hållit*, *hållen*. Hope, *hoppas* (a 'deponent' verb, used in the passive form only), *hoppades*, *hoppats*.

Keep, *behåller*, *behöll* (*behöllo*), *behållit*, *behållen*. Knock (at a door), *klappar*, *klappade*, *klappat*. Know (a fact), *vet* (inf. *veta*), *visste*, *vetat*. Know (a person, a thing), *känner*, *kännte*, *kännt*.

Lay, put, *lägger*, *lagde*, *lagt*, *lagd*; lay hold of, *tager fatt på* (see 'take'). Learn, *lärar* (*mig*), *lärte*, *lärt*, *lärd*. Leave, *lemnar*, *lemnade*, *lemnat*; leave behind, *lemna kvar*. Let, *låter*, *lät* (*lätto*), *låtitt*; let go (get rid of), *släppar*, *släppade*, *släppat*. Lie, *liggar*, *låg* (*lågo*), *legat*. Light, *tändar*, *tändte*, *tändt*. Like, *tycker* (*om*), *tyckte*, *tyckt*. Lose, *förlorar*, *förlorade*, *förlorat*.

Make, see 'do'. Mean, *menar*, *mente*, *ment*. Mend, *sätter i stånd* (see 'set'), or *reparerar*, *reparerade*, *reparerat*. Mistake, make a mistake, *misstagar mig*, see 'take'. Mount, *stige*, *steg* (*stego*), *stigit*, *stegen*; (on horseback) *sitte upp*, see 'sit'.

Name, call, *kallar*, *kallade*, *kallat*; to be named (to signify), *heter*, *hette*, *hetat*. — Open, *öppnar*, *öppnade*, *öppnat*. Order, *beställer*, *beställte*, *beställt*.

Pay, *betalar*, *betalade*, *betalat*. Pronounce, *uttalar*, *uttalade*, *uttalat*. Put, *sätter*, *satte*, *satt*; see also 'lay'; put to (horses), *spänna för*, *spännte*, *spännt*.

Rain, (*det*) *regnar*, *regnade*, *regnat*. Read, *läser*, *läste* (or *las*, no pl.), *läst*, *läsen*. Reckon, *räknar*, *räknade*, *räknat*. Require, *behöfvar*, *behöfvade*, *behöfvat*. Rest, *hvilar*, *hvilade*, *hvilat*. Return (intr.), *vänder* (*om*), *vändte*, *vändt*; or *resar* (*reste*, *rest*) *tillbaka*. Ride, *rider*, *red* (*redo*), *ridit*, *riden*. Roast, *stekar*, *stekte*, *stekt*. Row, *ror*, *rodde*, *rott*. Run, *löpar*, *lopp* (*lupo*), *lupit*.

Say, *sägar*, *sagte*, *sagt*, *sagd*. See, *ser*, *såg* (*sågo*), *sett*, *sedd*. Seek, *sökar*, *sökte*, *sökt*. Sell, *säljar*, *säljade*, *sälgd*. Send, *sänder*, *sändte*, *sändt*; or *skickar*, *skickte*, *skickt*. Set, *sätter*, *satte*, *satt*. Shoot, *skjutar*, *skjutade*, *skjutit*. Shut, *stänger*, *stängte*, *stängt*. Sit, *sitter*, *satt* (*sutto*), *suttit* (*suttit*). Sleep, *sover*, *sof* (*sofvo*), *sofvit*. Smoke (intr.) *ryka*, *rök*, *rukitt*; (trans.) *röka*, *rökte*, *rökt*. Snow, (*det*) *snör* (inf. *snöa*), *snöte*, *snöt*. Speak, *talur*, *talte*, *talt*. Stand, *står*, *stod*, *stätt*. Start, *afgår*, *afgick* (*afgingo*), *afgått*, *afgången*. Stop (intrans.), *stårstill*a (see 'stand').

Take, *tager* (or *tar*), *tog* (*togo*), *tagit*, *tagen*; take care of, *har* (*hafva*) *omsorg om*. Think, *tänkar*, *tänkte*, *tänkt*. Travel, *resar*, *reste*, *rest*. Try, *försöker*, *försökte*, *försökt*.

Understand, *förstår* (like 'stand'). Use, *brukar*, *brukte*, *brukt*.

Wait, *väntar*, *väntade*, *väntat*. Wash, *tvättar*, *tvättade*, *tvättat*. Wish, *önskar*, *önskade*, *önskat*. Write, *skrifver*, *skref* (*skrefvo*), *skrifvit*, *skrifven*.

**Adverbs.** The neuter forms of adjectives are used as adverbs; *mannen är ärlig* (the man is honest), *mannen handlar ärligt* (the man deals honestly). Such adverbs are compared like adjectives. A few are compared irregularly. *Godt* or *väl* (well) has *bättre*,

*bäst*; *dåligt* or *illa* (ill), *värre*, *värst* or *sämre*, *sämst*; *gerna* or *gärna* (willingly), *hällre* (rather), *hålst* (most willingly, especially).

**PLACE.** About, *omkring*; above, *ofvanpå*; after, *efter*; around, (*rundt*) *omkring*; at home, *hemma* (indicating rest, like several other adverbs ending in *a*, while without the *a* they indicate motion); away, *bort*, *borta*; back, *tillbaka*; below, *nere*; down, *ned*; far, *långt* *borta*, *fjärran*; here, *här*; home, *hem*; in, *in*, *inne*; near, *när*; nowhere, *ingenstädes*; out, *ut*, *ute*; past, *förbi*; there, *der*; thither, *dit*; up, *up*, *uppe*; where, *hvar*; within, *inne*.

**TIME.** About, *omkring*; afterwards, *sedan*; again, *igen*, *åter*; always, *alltid*; already, *redan*; before, *förut*; early, *tidigt*, *bittida*; last year, *ifjor*; late, *sént*; long, *länge*; nearly, *nästan*; never, *aldrig*; now, *nu*; often, *ofta*; once, *en gång*; sometimes, *stundom*; soon, *snart*; still, *ännu*; the day after to-morrow, *i öfvermorgon*; the day before yesterday, *förgår*; then, *då*, *på den tid*; this evening, *i afton*; this morning, *i morse*; to-day, *i dag*; to-morrow, *i morgon*; twice, *två gånger*; when (interrog.) *när*; yesterday, *igår*.

**MANNER, DEGREE, etc.** A little, *något*; also, *ochså*; also not, *häller icke*; altogether, *alltsammans*; broken (in two), *i sär*; down, downhill, *nedåt*, *nedåt backen*; how, *huru*; little, *lidet*; much, *mycket*; no, *nej*; not, *icke*; not at all, *slätt icke*; of course, *naturligtvis*; only, *blott*, *endast*; particularly, *synnerligen*; partly, *dels*; perhaps, *kanske*; possibly, *mögligen*; probably, *sannolikt*; quickly, *fort*, *hurtigt*; so, thus, *således*; softly (gently, slowly), *sakta*; straight on, *rakt fram*; together, *ihop*, *tillsammans*; too, *för*; too much, *för mycket*; up, uphill, *uppåt*, *uppåt backen*; very, *mycket*; why, *hvarför*; yes, *ja*, *jo* (the latter in answer to a question in the negative or expressing doubt).

**Prepositions.** About, *om*; above, *öfver*; after, *efter*; at, *på*, *vid*; at (of time), *om*; behind, *bak*; between, *mellan*; by, at the house of, *hos*; by, near, *vid*, *nära*; by, past, *förbi*; during, *om*, *under*; for, before, *för*; from, *från*; in, *i*; instead of, *i stället för*; near, *nära*, *vid*; of, from, *af*; on, *på*; over, *öfver*; past, *förbi*; round, *rundt om*; since, *sedan*; through, *genom*; till, *till*, *intill*; to, *till*; towards, *emot*; under, *under*; upon, *på*; with, *med*.

**Conjunctions.** After, *sedan*; although, *ehuru*; and, *och*; as, *då*; as—as, *så—som*; because, *emedan*; before, *för*; but, *men*; either—or, *antingen—eller*; for, *thi*; if, *om*; in order that, *för att*; or, *eller*; since (causal), *emedan*; since (of time), *sedan*; so, *så*; than, *än*; that, *att*; till, until, *tills*; when (with past tense), *då*; when (with present or future), *när*; where, *hvar*; while, *medan*.

**Interjections.** Ah, alas, *ack*; indeed, *ja så*, *verkligen*; of course, *naturligtvis*, *ja visst*, *bevars*; pardon, *ursäkt*; please, *var så god*; thanks, (*jag*) *tackar*, *tackar ödmjukast* ('most humbly'); true, *det är sandt*; what a pity, *det är synd*!

## Vocabulary.

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Omtrent</i> (adv.); <i>om</i> About. (prep.).		<i>Omkring</i> ; <i>om</i> .
<i>Ovenpaa</i> (adv.); <i>over</i> Above. (prep.).		<i>Öfvanpå</i> ; <i>öfver</i> .
<i>Ledsage</i> (p. 6).	Accompany.	<i>Beledsaga</i> .
<i>Vant til</i> .	Accustomed to.	<i>Van till</i> .
<i>Fordel</i> (-en).	Advantage.	<i>Fördel</i> (m.).
<i>Efter</i> (adv.); <i>efterat</i> After. (conj.).		<i>Efter</i> ; <i>sedan</i> .
<i>Eftermiddag</i> (-en).	Afternoon.	<i>Eftermiddag</i> (m.).
<i>Siden efter</i> .	Afterwards.	<i>Sedan</i> .
<i>Atter, igjen</i> .	Again.	<i>Igen, åter</i> .
<i>Behagelig</i> .	Agreeable.	<i>Angenäm, behaglig</i> .
<i>Ak</i> .	Ah, alas.	<i>Ack</i> .
<i>Stige ned</i> (p. 6).	Alight.	<i>Stiga ned</i> (p. 12).
<i>Noget</i> .	A little.	<i>Något</i> .
<i>Ogsaa</i> ; <i>heller ikke</i> .	Also; also not.	<i>Också</i> ; <i>häller icke</i> .
<i>Allerede</i> .	Already.	<i>Redan</i> .
<i>Skjøndt</i> .	Although.	<i>Ehuru</i> .
<i>I Alt, i det hele tagit, altsammen</i> .	Altogether.	<i>Alltsammans</i> .
<i>Alltid</i> .	Always.	<i>Alltid</i> .
<i>Blandt</i> .	Among.	<i>Ibland</i> .
<i>Morsom</i> .	Amusing.	<i>Rolig</i> .
<i>Og</i> .	And.	<i>Och</i> .
<i>Kjedelig</i> .	Annoying.	<i>Förtrettlig</i> .
<i>Svar</i> (-et, pl. <i>Svar</i> ).	Answer.	<i>Svar</i> (n.).
<i>Arm</i> (-en, -e).	Arm.	<i>Arm</i> (m.).
<i>Omkring</i> .	Around.	<i>Omkring</i> .
<i>Ankomme</i> (p. 6).	Arrive.	<i>Ankomma</i> (p. 12).
<i>Da</i> ; <i>saa</i> — <i>som</i> .	As; as — as.	<i>Då</i> ; <i>så</i> — <i>som</i> .
<i>Stige</i> (p. 6).	Ascend, mount.	<i>Stiga</i> (p. 12).
<i>I Land, paa Landet</i> .	Ashore (go), — (be).	<i>I land; på landet</i> .
<i>Spørge</i> (p. 6).	Ask.	<i>Fråga</i> (p. 12).
<i>I, paa, ved</i> ; (of time) <i>om</i> .	At.	<i>På, vid</i> ; <i>om</i> .
<i>Hjemme</i> (p. 8).	At home.	<i>Hemma</i> (p. 14)
<i>Vække</i> (p. 6).	Awake, to (trans.).	<i>Väcka</i> (p. 12).
<i>Bort, borte</i> .	Away.	<i>Bort, borta</i> .
<i>Axel</i> (-en, <i>Axler</i> ).	Axle.	<i>Axel</i> (m.).
<i>Tilbage</i> .	Back.	<i>Tillbaka</i> .
<i>Daarlig, ond</i> .	Bad.	<i>Dålig</i> .
<i>Sæk</i> (-ken, -ke).	Bag.	<i>Säck, påse</i> (m.).
<i>Banksed-el</i> (-eln, -ler).	Banknote.	<i>Bankseddel</i> (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Barometer</i> (-ret, -re).	Barometer.	<i>Barometer</i> (m.).
<i>Bolle</i> (-n, -r), <i>Vand-</i>	Basin.	<i>Fat, bücken</i> (n.).
<i>tad</i> (-et, pl. id.).		
<i>Kurv</i> (-en, -e).	Basket.	<i>Korg</i> (m.).
<i>Bad</i> (-et, <i>Bad</i> ).	Bath.	<i>Bad</i> (n.).
<i>Vakker, deilig.</i>	Beautiful.	<i>Vacker, skön.</i>
<i>Fordi.</i>	Because.	<i>Emedan.</i>
<i>Blire</i> (p. 7).	Become.	<i>Blifva</i> (p. 12).
<i>Seng</i> (-en, -e).	Bed.	<i>Säng</i> (m.).
<i>Oxekjød</i> (-et); <i>bifstek.</i>	Beef; beefsteak.	<i>Orkött.</i>
<i>Øl</i> (-let).	Beer.	<i>Öl</i> (n.).
<i>Før</i> (adv.); <i>for</i> (prep.).	Before.	<i>Förut; för.</i>
<i>Bede</i> (p. 7).	Beg.	<i>Bedja</i> (p. 12).
<i>Bag.</i>	Behind.	<i>Bak.</i>
<i>Troe</i> (p. 7).	Believe.	<i>Tro, mena.</i>
<i>Nedenunder.</i>	Below.	<i>Nere.</i>
<i>Køie</i> (-n, -r).	Berth.	<i>Koj</i> (m.).
<i>Mellem.</i>	Between.	<i>Mellan.</i>
<i>Blaabær</i> (-et, pl. id.).	Bilberry.	<i>Blåbär</i> (n.).
<i>Regning</i> (-en, -er).	Bill, account	<i>Räkning</i> (m.).
<i>Binde</i> (p. 7).	Bind.	<i>Binda</i> (p. 12).
<i>Svart.</i>	Black.	<i>Svart.</i>
<i>Urhane</i> (-en, -er).	Blackcock.	<i>Tjäder</i> (m.).
<i>Sengtæppe</i> (-et, -er).	Blanket.	<i>Sängtäck</i> (n.).
<i>Blåse</i> (p. 7).	Blow.	<i>Blåsa</i> (p. 12).
<i>Blaa.</i>	Blue.	<i>Blå.</i>
<i>Kost</i> (-en); <i>ombord.</i>	Board (food); on board.	<i>Kost</i> (m.); <i>ombord.</i>
<i>Baad</i> (-en, -e).	Boat.	<i>Båt</i> (m.).
<i>Myr</i> (-en).	Bog.	<i>Gyttja</i> (f.), <i>sump</i> (m.).
<i>Koge</i> (p. 7).	Boil.	<i>Koka</i> (p. 12).
<i>Bog</i> (-en, <i>Bøger</i> ).	Book.	<i>Bok</i> (m.).
<i>Støvler.</i>	Boots.	<i>Stöflar.</i>
<i>Flaske</i> (-n, -r).	Bottle.	<i>Butelj</i> (m.).
<i>Gut</i> (-ten, -ter).	Boy.	<i>Gosse</i> (m.).
<i>Brændevin</i> (-en), <i>Cog-</i>	Brandy.	<i>Bränvin</i> (m.).
<i>nac.</i>		
<i>Brød</i> (-et); <i>Smørre-</i>	Bread; bread and butter.	<i>Bröd; smörgås.</i>
<i>brød.</i>		
<i>Brække, slage</i> itu	Break.	<i>Bryta</i> (p. 12).
(p. 7).		
<i>Frukost</i> (-en).	Breakfast.	<i>Frokost</i> (m.).
<i>Bro</i> (-en, -er).	Bridge.	<i>Bro</i> (f.).
<i>Tømme</i> (-n, -r); <i>Ri-</i>	Bridle; bridle-path.	<i>Töm</i> (m.); <i>ride-väg.</i>
<i>derri</i> (-en, -e).		
<i>Bringe</i> (p. 7).	Bring.	<i>Bringa</i> (p. 12).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Itu.</i>	Broken (in two).	<i>Isär.</i>
<i>Bæk (-ken, -ke).</i>	Brook.	<i>Bäck (m.).</i>
<i>Broder, Bror (-en, .Brøder).</i>	Brother.	<i>Broder (m.).</i>
<i>Børste (-en, -er).</i>	Brush.	<i>Borste (m.).</i>
<i>Men.</i>	But.	<i>Men.</i>
<i>Smør (-et).</i>	Butter.	<i>Smör (n.).</i>
<i>Køpe (p. 7).</i>	Buy.	<i>Köpa (p. 12).</i>
<i>Ved (near); forbi (past.); hos (at the house of).</i>	By.	<i>Ved, nära; förbi; hos.</i>
<i>Raabe (p. 7).</i>	Call, shout.	<i>Ropa (p. 12).</i>
<i>Lys (-et).</i>	Candle.	<i>Ljus (n.; l. mute).</i>
<i>Hue (-en, -er).</i>	Cap.	<i>Hufva (f.).</i>
<i>Tiur (-en, -er).</i>	Capercaillie.	<i>Tjäder (m.).</i>
<i>Agt (-en); tag Dem i Agt.</i>	Care; take care.	<i>Akt (m.); taga sig i akt.</i>
<i>Agtsom.</i>	Careful.	<i>Aktsam, sorgfällig.</i>
<i>Vogn (-en, -e).</i>	Carriage.	<i>Vagn (m.).</i>
<i>Kariol (-en, -er).</i>	Carriole.	<i>Karriol (m.).</i>
<i>Bære (p. 7).</i>	Carry.	<i>Bära (p. 12).</i>
<i>Kjærre (-n, -er); Stolkjærre.</i>	Cart; cart with seats.	<i>Kärra (f.).</i>
<i>Bestemt.</i>	Certain, decided.	<i>Bestämd.</i>
<i>Stol (-en, -e).</i>	Chair.	<i>Stol (m.).</i>
<i>Skifte, (money) vexle (p. 7).</i>	Change, to.	<i>Bysta, förändra; vexla (p. 12).</i>
<i>Smaapenge.</i>	Change, small money.	<i>Småpenningar.</i>
<i>Pris (-en, -er).</i>	Charge.	<i>Pris (n.).</i>
<i>Billig.</i>	Cheap.	<i>Billig.</i>
<i>Ost (-en); Gammelost.</i>	Cheese; sweet goats' milk cheese.	<i>Ost (m.).</i>
<i>Kirsebær (-et; pl. id.).</i>	Cherry.	<i>Kersbär (n.).</i>
<i>Kylling (-en, -er).</i>	Chicken.	<i>Kyckling (m.).</i>
<i>Barn (-et, Børn).</i>	Child.	<i>Barn (n.).</i>
<i>Cigar (-ren, -rer).</i>	Cigar.	<i>Cigarr (m.).</i>
<i>Klasse (-n, -r); første, anden Klassens Biljet.</i>	Class; first, second class ticket.	<i>Klass (m.); en biljett första, andra klass.</i>
<i>Ren.</i>	Clean.	<i>Ren.</i>
<i>Klar.</i>	Clear.	<i>Klar.</i>
<i>Klæder.</i>	Clothes.	<i>Kläder.</i>
<i>Multebær (-et, pl. id.).</i>	Cloudberry.	<i>Hjortron (n.).</i>
<i>Kiole (-n, -r).</i>	Coat.	<i>Rock (m.).</i>
<i>Torsk (-en, -e).</i>	Cod.	<i>Kabildo (m.).</i>
<i>Kaffee (-n).</i>	Coffee.	<i>Kaffe (n.).</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Kold</i> ; <i>jeg fryrer</i> .	Cold; I am cold.	<i>Kall</i> ; <i>jag fryser</i> .
<i>Komme</i> (p. 1).	Come.	<i>Komma</i> (p. 12).
<i>Behagelig</i> .	Comfortable.	<i>behaglig</i> .
<i>Sædvanlig</i> , <i>alminde-</i> <i>lig</i> .	Common, usual.	<i>Allmän</i> , <i>vanlig</i> .
<i>Selskab</i> (-et, -er).	Company.	<i>Sällskap</i> (n.).
<i>Tælle</i> (p. 7).	Count, to.	<i>Tälja</i> (p. 12).
<i>Land</i> (-et, -e).	Country.	<i>Land</i> (n.).
<i>Koste</i> (p. 7).	Cost, to.	<i>Kosta</i> (p. 12).
<i>Ko</i> (-en, <i>Køer</i> ).	Cow.	<i>Ko</i> (f.).
<i>Fløde</i> (n).	Cream.	<i>Grädde</i> (m.).
<i>Sprække</i> (-n, -r).	Crevasse.	<i>Spricka</i> (f.).
<i>Kop</i> (-pen, -pe).	Cup.	<i>Kop</i> (m.).
<i>Ribs</i> (-et; pl. id.) ( <i>røde</i> , <i>svarte</i> ).	Currant (red, black).	<i>Korinter</i> (pl.), <i>Vin-</i> <i>bær</i> (n.).
<i>Skjære</i> (p. 7).	Cut.	<i>Skära</i> (p. 12).
<i>Daglig</i> .	Daily.	<i>Daglig</i> .
<i>Fare</i> (-n, -er); <i>farlig</i> .	Danger; dangerous.	<i>Fara</i> (f.); <i>farlig</i> .
<i>Mørk</i> ; <i>Mørkhed</i> .	Dark; darkness.	<i>Mörk</i> , <i>dunkel</i> ; <i>mörker</i> (n.).
<i>Datter</i> (-en, <i>Døtre</i> ).	Daughter.	<i>Dotter</i> (f.).
<i>Dag</i> (-en, -e).	Day.	<i>Dag</i> (m.).
<i>Kjær</i> (beloved); <i>dyr</i> (dear in price).	Dear.	<i>Kär</i> ; <i>dyr</i> .
<i>Dyb</i> .	Deep.	<i>Djup</i> (d mute).
<i>Forlange</i> (p. 7).	Demand, ask (a price etc.).	<i>Fordra</i> (p. 12).
<i>Stige ned</i> (p. 7).	Descend.	<i>Stiga ned</i> (p. 12).
<i>Forskjellig</i> .	Different.	<i>Åtskillig</i> .
<i>Vanskelig</i> .	Difficult.	<i>Svår</i> .
<i>Middagsmad</i> (-en, -e), <i>Middag</i> .	Dinner.	<i>Middag</i> , <i>middags-</i> <i>måltid</i> (m.).
<i>Smudsig</i> .	Dirty.	<i>Smutsig</i> .
<i>Stige af</i> (p. 7).	Dismount.	<i>Stiga ned</i> (p. 12).
<i>Afstand</i> (-en).	Distance.	<i>Afstånd</i> (n.).
<i>Gjøre</i> (p. 7).	Do, to.	<i>Göra</i> (p. 12).
<i>Læge</i> (-n, -r).	Doctor.	<i>Läkare</i> (m.).
<i>Hund</i> (-en, -e).	Dog.	<i>Hund</i> (m.).
<i>Dør</i> (-en, -e).	Door.	<i>Dörr</i> (f.).
<i>Dobbelt</i> .	Double.	<i>Dubbel</i> .
<i>Ned</i> , <i>nede</i> ; <i>nedad</i> ( <i>Bakken</i> ).	Down; downhill.	<i>Ned</i> .
<i>Klæde</i> (-t, -r).	Dress.	<i>Kläde</i> (n.).
<i>Drikke</i> (p. 7).	Drink, to.	<i>Dricka</i> (p. 12).
<i>Kjøre</i> (p. 7).	Drive (a carriage).	<i>Köra</i> (p. 12).
<i>Kudsk</i> (-en, -e).	Driver.	<i>Kusk</i> (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Tør.</i>	Dry (adj.).	<i>Torr.</i>
<i>Tørre</i> (p. 7).	Dry, to.	<i>Torka</i> (p. 12).
<i>Om, under.</i>	During.	<i>Om, under.</i>
<i>Støv</i> (-en, or -et).	Dust.	<i>Stoft</i> (n.).
<i>Tidlig</i> (adj.); <i>tidligt</i> , <i>betids</i> (adv.).	Early.	<i>Tidig</i> (adj.); <i>tidigt</i> , <i>bittida</i> (adv.).
<i>Østlig, østre.</i>	Eastern.	<i>Östlig, öster ut.</i>
<i>Let.</i>	Easy.	<i>Lätt.</i>
<i>Spise, æde</i> (p. 7).	Eat, to.	<i>Spisa</i> (p. 12); <i>äta</i> (p. 12).
<i>Aeg</i> (-get, <i>Aeg</i> ); <i>blødt-</i> <i>kogte, haard kogte</i> , <i>Speilægg.</i>	Egg; soft, hard, poached eggs.	<i>Ägg</i> (n.); <i>lös-kokta</i> , <i>hård-kokta, stekta</i> <i>ägg.</i>
<i>Enten — eller.</i>	Either — or.	<i>Antingen — eller.</i>
<i>Elsdyr</i> (-et, <i>Elsdyr</i> ).	Elk.	<i>Elg</i> (m.).
<i>Engelsk; Engelsk-</i> <i>mand</i> (-en, -mænd).	English; English- man.	<i>Engelsk; Engelsman</i> (m.).
<i>Nok.</i>	Enough.	<i>Nog.</i>
<i>Couvert</i> (-en, -er).	Envelope.	<i>Kuvert</i> (m.).
<i>Omegn</i> (-en).	Environs.	<i>Omliggande trakt</i> (m.).
<i>Aften</i> (-nen, -ne); <i>Kvæld</i> (-en, -e).	Evening.	<i>Afton</i> (m.).
<i>Overalt.</i>	Everywhere.	<i>Öfverallt.</i>
<i>Langt; bevares; langt</i> <i>herfra.</i>	Far; far from it; far from here.	<i>Långt bortu, fjärran.</i>
<i>Betaling</i> (-en, -er), <i>Pris</i> (-en, -er); <i>Pris-</i> <i>Moderation</i> (-en).	Fare (railway, etc.); reduction of fare.	<i>Betalning</i> (f.), <i>pris</i> (n.).
<i>Kost</i> (-en), <i>Spise</i> (-n, -r).	Fare (food).	<i>Spis</i> (m.).
<i>Gaard</i> (-en, -e).	Farm-house.	<i>Gård</i> (m.).
<i>Hurtig.</i>	Fast.	<i>Hurtig.</i>
<i>Fader, Far</i> (-en, <i>Fædre</i> ).	Father.	<i>Fader</i> (m.).
<i>Besvær</i> (-et).	Fatigue.	<i>Möda</i> (f.), <i>besvär</i> (n.).
<i>Træt.</i>	Fatigued.	<i>Trött.</i>
<i>Trygte</i> (p. 7).	Fear, to.	<i>Frukta</i> (p. 12).
<i>Drikkepenge</i> (-n, pl. id.).	Fee, gratuity.	<i>Drickspenningar</i> (pl.).
<i>Færge</i> (-n, -r); <i>Sund</i> (-et, pl. id.).	Ferry.	<i>Färja</i> (f.).
<i>Faa.</i>	Few.	<i>Få.</i>
<i>Mark</i> (-en, -er).	Field.	<i>Fält</i> (n.).
<i>Finde</i> (p. 7).	Find, to.	<i>Finna</i> (p. 12).
<i>Ild</i> (-en).	Fire.	<i>Eld</i> (m.).
<i>Fast.</i>	Firm.	<i>Fast.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Fiske.</i>	Fish, to.	<i>Fiska.</i>
<i>Fisk</i> (-en, -e); <i>Fiske-</i>	Fish; fishing - hook;	<i>Fisk</i> (m.).
<i>krog</i> (-en, -e); <i>Fiske-</i>	fishing-line; fishing-	
<i>snøre</i> (-n, -r); <i>Fiske-</i>	rod.	
<i>stange</i> (-stænger).		
<i>Flad.</i>	Flat.	<i>Jämn.</i>
<i>Flynder</i> (-ren, -re).	Flounder.	<i>Flundru</i> (f.).
<i>Blomst</i> (-en, -er).	Flower.	<i>Blomma</i> (f.).
<i>Flue</i> (-n, -r).	Fly.	<i>Fluga</i> (f.).
<i>Taage</i> (-n).	Fog.	<i>Dimma</i> (f.).
<i>Følge</i> (p. 7).	Follow, to.	<i>Följa</i> (p. 12).
<i>Fod</i> (-en, <i>Fødder</i> );	Foot; on foot.	<i>Fot</i> (pl. <i>fötter</i> ); <i>till</i>
<i>til Fods.</i>		<i>fots.</i>
<i>Thi</i> ; (in front of) <i>for.</i>	For.	<i>Thi</i> ; <i>för.</i>
<i>Glemme</i> (p. 7).	Forget.	<i>Glömma</i> (p. 12).
<i>Gaf-fel</i> (-len, -ler).	Fork.	<i>Gaffel</i> (m.).
<i>Fryse</i> (p. 7).	Freeze.	<i>Frysa</i> (p. 12).
<i>Frisk, fersk.</i>	Fresh.	<i>Frisk, färsk.</i>
<i>Ven</i> (-nen, -ner).	Friend.	<i>Vän</i> (m.).
<i>Frukt</i> (-en, -er); <i>Rød-</i>	Fruit; fruit-jelly.	<i>Frukt</i> (m.).
<i>grød</i> (-et).		
<i>Full, fuldstændig.</i>	Full, complete.	<i>Full.</i>
<i>Fra.</i>	From.	<i>Från.</i>
<i>Vildt</i> ; <i>Læg</i> (-en, -e).	Game; a game.	<i>Vildbråd</i> (n.).
<i>Grind</i> (-en, -ar), <i>Port</i>	Gate.	<i>Port</i> (m.).
(-en, -e).		
<i>Flor</i> (-et).	Gauze.	<i>Flor</i> (n.).
<i>Herre</i> (-n, -r).	Gentleman.	<i>Herre</i> (m.).
<i>Faa</i> ; <i>stige ned</i> ; <i>stige</i>	Get; get down; get	<i>Få</i> ; <i>stiga ned</i> , <i>in,</i>
<i>ind</i> ; <i>stige op</i> ;	in; get up; get on.	<i>app</i> ; <i>komma fram.</i>
<i>komme frem.</i>		
<i>Pige, Jente</i> (-n, -r).	Girl.	<i>Flicka</i> (f.).
<i>Give</i> (p. 7).	Give.	<i>Gifva</i> (p. 12).
<i>Bræ</i> (-en, -er), <i>Jøkel</i>	Glacier.	<i>Isberg</i> (n.).
(-len, -ler).		
<i>Glad</i> ; <i>det glæder mig.</i>	Glad; I am glad.	<i>Glad, förnöjd.</i>
<i>Glas</i> (-et, <i>Glas</i> ).	Glass.	<i>Glas</i> (n.).
<i>Handsker.</i>	Gloves.	<i>Handskar</i> (pl.).
<i>Gaa</i> (p. 7).	Go, to.	<i>Gå</i> (p. 12).
<i>Gød.</i>	Good.	<i>God.</i>
<i>Græs</i> (-et).	Grass.	<i>Gräs</i> (n.).
<i>Sik</i> (-en, -e).	Grayling.	<i>Harr</i> (m.).
<i>Smørelse</i> (-n).	Grease.	<i>Smörja</i> (f.).
<i>Grøn.</i>	Green.	<i>Grön.</i>
<i>Gevær</i> (-et -er); <i>Krudt</i>	Gun; gunpowder.	<i>Gevär</i> (n.); <i>krut</i> (n.).
(-et).		

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Haar</i> (-et, -e).	Hair.	<i>Hår</i> (n.).
<i>Skinke</i> (-n, -r).	Ham.	<i>Skinka</i> (f.).
<i>Haand</i> (-en, <i>Hænder</i> ).	Hand.	<i>Hand</i> (f. ; <i>händer</i> ).
<i>Lømmetørklæde</i> (-t, Handkerchief. -r).		<i>Näsduk</i> (m.).
<i>Hare</i> (-n, -r).	Hare.	<i>Hare</i> (m.).
<i>Seletøi</i> (-et).	Harness.	<i>Seldon</i> (n.).
<i>Hat</i> (-ten, -te).	Hat.	<i>Hatt</i> (m.).
<i>Hø</i> (-et).	Hay.	<i>Haj</i> (m.).
<i>Hjerpe</i> (-n, -r).	Hazel-hen.	<i>Hjerpe</i> (m.).
<i>Hoved</i> (-et, -er).	Head.	<i>Hufvud</i> (n.).
<i>Tung</i> .	Heavy (rough, steep, hilly).	<i>Tung</i> .
<i>Hjælpe</i> (p. 7).	Help.	<i>Hjelpa</i> (p. 12).
<i>Her</i> .	Here.	<i>Här</i> .
<i>Sild</i> (-en ; <i>Sild</i> ).	Herring.	<i>Sill</i> (f.).
<i>Høi</i> .	High.	<i>Höi</i> .
<i>Bakke</i> (-n, -r); <i>bakket</i> .	Hill ; hilly.	<i>Backe</i> (m.).
<i>Hyre</i> (p. 7).	Hire.	<i>Hyra</i> (p. 12).
<i>Holde</i> (p. 7).	Hold.	<i>Hålla</i> (p. 13).
<i>Hjem</i> .	Home.	<i>Hem</i> .
<i>Arlig</i> .	Honest.	<i>Ärlig</i> .
<i>Krog</i> (-en, -e).	Hook.	<i>Krok</i> (m.).
<i>Haabe</i> (p. 7).	Hope, to.	<i>Hoppas</i> (p. 13).
<i>Hest</i> (-en, -e).	Horse.	<i>Häst</i> (m.).
<i>Hed</i> , <i>varm</i> .	Hot.	<i>Het</i> , <i>varm</i> .
<i>Time</i> (-n, -r).	Hour.	<i>Timma</i> (f.).
<i>Hus</i> (-et, <i>Hus</i> ).	House.	<i>Hus</i> (n.).
<i>Hvorledes</i> .	How.	<i>Huru</i> .
<i>Sulten</i> .	Hungry.	<i>Hungrig</i> .
<i>Mand</i> (-en, <i>Mænd</i> ).	Husband.	<i>Man</i> (m. ; <i>män</i> ).
<i>Is</i> (-en) ; <i>Isøxe</i> (-n, Ice ; ice-axe. -r).		<i>Is</i> (m.).
<i>Om</i> , <i>dersom</i> , <i>hvis</i> .	If.	<i>Om</i> .
<i>Ilde</i> (adj. <i>sjuk</i> ).	Ill.	<i>Sjuk</i> .
<i>Strax</i> .	Immediately.	<i>Genast</i> .
<i>I</i> ; (adv.) <i>ind</i> , <i>inde</i> .	In.	<i>I</i> ; <i>in</i> , <i>inne</i> (adv.).
<i>Før</i> at.	In order that.	<i>För</i> att.
<i>Ik</i> ; <i>ja saa</i> ; <i>virkelig</i> .	Indeed.	<i>Ja så</i> ; <i>verklig</i> en.
<i>Blæk</i> (-ket).	Ink.	<i>Bläck</i> (n.).
<i>Station</i> (-en, -er), <i>Gjæstgiveri</i> (-et, -er)	Inn.	<i>Gästgivaregård</i> , <i>värdshus</i> (n.).
<i>Hotel</i> (-let, -ler).		
<i>Vert</i> (-en, -er).	Innkeeper.	<i>Värd</i> (m.).
<i>Istedenfor</i> .	Instead of.	<i>I stället för</i> .
<i>Tolk</i> (-en, -e).	Interpreter.	<i>Tolk</i> (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Jern.</i>	Iron.	<i>Jern.</i>
<i>Ø(-er), Holm(-en, -e);</i>	Island; rocky island;	<i>Ö (f.); skär(n.); skär-</i>
<i>Skjær (-et, Skjær);</i>	belt of islands (out-	<i>gård (utomskärs,</i>
<i>Skjærgaard (uden-</i>	side, inside the	<i>inomskärs).</i>
<i>skjærs, indenskjærs).</i>	belt).	
<i>Reise (-n, -r).</i>	Journey.	<i>Resa (f.).</i>
<i>Krukke (-n, -r).</i>	Jug.	<i>Kruka (f.).</i>
<i>Juli (-en).</i>	July.	<i>Juli (m.).</i>
<i>Springe (p. 7).</i>	Jump.	<i>Springa.</i>
<i>Juni (-en).</i>	June.	<i>Juni (m.).</i>
<i>Beholde (p. 7).</i>	Keep, to.	<i>Behålla (p. 13).</i>
<i>Kjed-el (-len, -ler).</i>	Kettle.	<i>Kittel (m.).</i>
<i>God, venlig.</i>	Kind.	<i>God, vänlig.</i>
<i>Konge (-n, -r).</i>	King.	<i>Konung (m.).</i>
<i>Kniv (-en, -e).</i>	Knife.	<i>Knif (m.).</i>
<i>Banke (p. 7).</i>	Knock.	<i>Klappa (p. 13).</i>
<i>Vide (a fact); kjende</i>	Know.	<i>Veta; känna (p. 13).</i>
<i>(a person) (p. 7).</i>		
<i>Dame (-n, -r); Frøken</i>	Lady; young lady.	<i>Dama (f.), frøken (f.).</i>
<i>(-en, -er).</i>		
<i>Sø (-en, -er); Vand</i>	Lake.	<i>Sjö (m.).</i>
<i>(-et, -e).</i>		
<i>Land (-et, -e).</i>	Land.	<i>Land (n.).</i>
<i>Sprog (-et, Sprog).</i>	Language.	<i>Språk (n.).</i>
<i>Stor.</i>	Large.	<i>Stor.</i>
<i>Sidst; ifjor.</i>	Last; last year.	<i>Sista; ifjor.</i>
<i>Sent.</i>	Late.	<i>Sent.</i>
<i>Lægge (p. 7).</i>	Lay, put.	<i>Lägga (p. 13).</i>
<i>Lære (p. 7).</i>	Learn.	<i>Lära (p. 13).</i>
<i>Mindst; idetmindste.</i>	Least; at least.	<i>Minsta; i det minsta.</i>
<i>Forlade; efterlade.</i>	Leave; leave behind.	<i>Lemna; lemna gvar</i>
		<i>(p. 13).</i>
<i>Igjen, tilovers.</i>	Left (remaining over).	<i>Igen, gvar.</i>
<i>Venstre.</i>	Left (hand).	<i>Venstra.</i>
<i>Ben (-et, -e).</i>	Leg.	<i>Ben (n.).</i>
<i>Lade (p. 7); slippe</i>	Let; let go, let fall.	<i>Låta (p. 13); släppa</i>
<i>(p. 7).</i>		<i>(p. 13).</i>
<i>Brev (-et, -e).</i>	Letter.	<i>Bref (n.).</i>
<i>Flat, jævn.</i>	Level.	<i>Jämn.</i>
<i>Ligge (p. 7).</i>	Lie.	<i>Liggar (p.).</i>
<i>Tænde.</i>	Light, kindle.	<i>Tända (p. 13).</i>
<i>Lys (-et, Lys).</i>	Light (subst.).	<i>Ljus (n.).</i>
<i>Let.</i>	Light (in weight), easy.	<i>Lätt.</i>
<i>Klar, lys.</i>	Light (in colour), clear, bright.	<i>Klar, ljus.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Lige.</i>	Like (adj.).	<i>Lik.</i>
<i>Synes, like</i> (p. 7).	Like, to.	<i>Tycka (om), likna.</i>
<i>Liden</i> (pl. <i>smaa</i> ; adv. <i>lidt</i> ).	Little.	<i>Liten</i> (pl. <i>små</i> ); <i>lidet</i> .
<i>Logi</i> (-et; pron. <i>lozhee</i> ), <i>Kvartér</i> (-et, -e).	Lodging.	<i>Boning</i> (f.).
<i>Lang.</i>	Long.	<i>Lång.</i>
<i>Løs.</i>	Loose, slack.	<i>Lös.</i>
<i>Tabe</i> (p. 7).	Lose, to.	<i>Förlora</i> (p. 13).
<i>Lav.</i>	Low.	<i>Låg.</i>
<i>Tøi</i> (-et).	Luggage.	<i>Bagage</i> (n.).
	Make, see do.	
<i>Mand</i> (-en, <i>Mænd</i> ).	Man.	<i>Man</i> (m.; <i>män</i> ).
<i>Kort, Landkort</i> (et, -e).	Map.	<i>Karta</i> (f.).
<i>Myr</i> (-en).	Marsh.	<i>Sump</i> (m.), <i>träsk</i> (n.).
<i>Fyrstikker.</i>	Matches.	<i>Tändsticker.</i>
<i>Mening</i> (-en, -er), <i>Be-</i> <i>tydning</i> (-en, -er).	Meaning.	<i>Mening</i> (f.), <i>betydning</i> (f.).
<i>Kjød.</i>	Meat.	<i>Kött</i> (n.).
<i>Istandsætte, reparere,</i> <i>udbedre.</i>	Mend.	<i>Sätta i stånd; re-</i> <i>parera.</i>
<i>Sendebud, Forbud</i> (-et, pl. <i>id.</i> ).	Messenger.	<i>Bud</i> (n.).
<i>Middag</i> (-en).	Midday.	<i>Middag</i> (m.).
<i>Midnat</i> (-ten).	Midnight.	<i>Midnatt</i> (f.).
<i>Mil</i> (-en, <i>Mil</i> or <i>Mile</i> ).	Mile.	<i>Mil</i> (f.).
<i>Melk</i> (-en).	Milk.	<i>Mjölk</i> (f.).
<i>Tage feil</i> (p. 7).	Mistake, make a mistake.	<i>Misstaga sig</i> (p. 13).
<i>Øieblik</i> (-ket, -ke).	Moment.	<i>Ögonblick</i> (n.).
<i>Penge</i> (-n, <i>Penge</i> ).	Money.	<i>Penningar.</i>
<i>Maaned</i> (-en, -er).	Month.	<i>Månad</i> (m.).
<i>Maane</i> (-n, -r).	Moon.	<i>Måne</i> (m.).
<i>Mær</i> (pl. <i>flered</i> ).	More.	<i>Mer, mera</i> (pl. <i>flera</i> ).
<i>Mest</i> (pl. <i>fleste</i> ).	Most.	<i>Mest, mesta</i> (pl. <i>flesta</i> ).
<i>Moder, Mor</i> (-en, <i>Mø-</i> <i>dre</i> ).	Mother.	<i>Moder</i> (f.; <i>mödre</i> ).
<i>Stige, sidde op</i> (p. 7).	Mount.	<i>Stiga, sitta upp</i> (p. 13).
<i>Fjeld</i> (-et, -e).	Mountain.	<i>Fjäll</i> (n.).
<i>Meget.</i>	Much.	<i>Mycket.</i>
<i>Senep</i> (-en).	Mustard.	<i>Senap</i> (m.).
<i>Faarekjød</i> (-et).	Mutton.	<i>Fårkött</i> (n.).
<i>Negl</i> (-en, -e).	Nail.	<i>Nagel</i> (m.).
<i>Navn</i> (-et, -e).	Name.	<i>Namn</i> (n.).
<i>Kalde; hedde</i> (p. 7).	Name, call; to be named.	<i>Kalla; heta</i> (p. 13).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Nær, ved.</i>	Near.	<i>Nära, ved.</i>
<i>Næsten.</i>	Nearly.	<i>Nästan.</i>
<i>Synaal (-en, -e).</i>	Needle	<i>Synål (f.).</i>
<i>Nærhed (-en).</i>	Neighbourhood.	<i>Grannskap (n.).</i>
<i>Garn (-et, Garn),</i> <i>Net (-et, Net).</i>	Net.	<i>Nät, garn (n.).</i>
<i>Aldrig.</i>	Never.	<i>Aldrig.</i>
<i>Avis (-en, -er).</i>	Newspaper.	<i>Tidingsblad (n.).</i>
<i>Næste.</i>	Next.	<i>Nästa.</i>
<i>Natt (-en, Nætter);</i> <i>om Natten.</i>	Night; at night.	<i>Natt (f.; nätter); om</i> <i>natten.</i>
<i>Nej.</i>	No.	<i>Nej.</i>
<i>Støi (-en), Bulder</i> <i>(-ret).</i>	Noise.	<i>Buller (n.).</i>
<i>Middag (-en).</i>	Noon.	<i>Middag (m.).</i>
<i>Nord (-en); nordlig,</i> <i>nordre.</i>	North; northern.	<i>Nord (m.).</i>
<i>Norsk.</i>	Norwegian.	<i>Norsk.</i>
<i>Ikke; slet ikke.</i>	Not; not at all.	<i>Icke; slätt icke.</i>
<i>Nu.</i>	Now.	<i>Nu.</i>
<i>Ingensteds.</i>	Nowhere.	<i>Ingenstädes.</i>
<i>Aare (-n, -r):</i>	Oar.	<i>Åra (f.).</i>
<i>Klokken; Klokken er</i> <i>fire, et kvarter til</i> <i>sex, halv syv, tre</i> <i>kvarter til otte.</i>	O'clock; it is 4, 5, 15, 6, 30, 7, 45 o'clock.	<i>Klockan; klockan är</i> <i>fyra, en quart öfver</i> <i>fem, half sju, tre</i> <i>quart på åtta.</i>
<i>Af; naturligvis.</i>	Of; of course.	<i>Af; naturligtvis, ja</i> <i>visst, bevars.</i>
<i>Kontor (-et, Kontor).</i>	Office (counting- house).	<i>Kontor (n.).</i>
<i>Embede (-t, -r).</i>	Office (appointment).	<i>Embete (n.).</i>
<i>Ofte, tidt.</i>	Often.	<i>Ofta.</i>
<i>Olie (-n.)</i>	Oil.	<i>Olja (f.).</i>
<i>Gammel.</i>	Old.	<i>Gammal.</i>
<i>Paa.</i>	On.	<i>På.</i>
<i>Engang.</i>	Once.	<i>En gång.</i>
<i>Kun.</i>	Only.	<i>Blott; endast.</i>
<i>Aaben.</i>	Open (adj.)	<i>Öppen.</i>
<i>Aabne (p. 7).</i>	Open, to.	<i>Öppna (p. 13).</i>
<i>Eller.</i>	Or.	<i>Eller.</i>
<i>Ligeover for.</i>	Opposite.	<i>Midtemot.</i>
<i>Bestille (p. 7).</i>	Order, to.	<i>Beställa (p. 13).</i>
<i>Over.</i>	Over, upwards of.	<i>Öfver.</i>
<i>Ud, ude.</i>	Out.	<i>Ut, ute.</i>
<i>Pandekage (-n, -r).</i>	Pancake.	<i>Pannkaka (f.).</i>
<i>Papir (-et).</i>	Paper.	<i>Papper (n.).</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Forladelse (-n), Tilgivelse (-n).</i>	Pardon.	<i>Ursäkt (f.).</i>
<i>Præstegaard (-en, -e).</i>	Parsonage.	<i>Prestgård (m.).</i>
<i>Især.</i>	Particularly.	<i>Synnerligen.</i>
<i>Dels.</i>	Partly.	<i>Dels.</i>
<i>Agerhøne (-n, -r).</i>	Partridge.	<i>Rapphöns (n.).</i>
<i>Forbi.</i>	Past.	<i>Förbi.</i>
<i>Betale (p. 7).</i>	Pay, to.	<i>Betala (p. 13).</i>
<i>Betaling (-en, -er).</i>	Payment.	<i>Betalning (f.).</i>
<i>Bonde (-n, Bønder).</i>	Peasant.	<i>Bonde (m.).</i>
<i>Pind (-en, -e), Stift (-en, -er).</i>	Peg, pin.	<i>Pinne (m.).</i>
<i>Pen (-nen, -ne).</i>	Pen.	<i>Penna (f.).</i>
<i>Folk (-et, Folk).</i>	People.	<i>Folk (n.).</i>
<i>Peber (-ren).</i>	Pepper.	<i>Peppar (m.).</i>
<i>Kanske, maaske.</i>	Perhaps.	<i>Kanske.</i>
<i>Person (-en, -er).</i>	Person.	<i>Person (m.).</i>
<i>Fotografi (-en, -er).</i>	Photograph.	<i>Fotografi (f.).</i>
<i>Stykke (-n, -r).</i>	Piece.	<i>Stycke (n.).</i>
<i>Brygge, Landingsbrygge (-n, -r).</i>	Pier.	<i>Bro (f.).</i>
<i>Lods (-en, -er; pron. Løs).</i>	Pilot.	<i>Lots (m.).</i>
<i>Naal (-en, -e).</i>	Pin.	<i>Nagel; spik (m.).</i>
<i>Pibe (-n, -r).</i>	Pipe.	<i>Pipa (f.).</i>
<i>Sted (-et, -er), Plads (-en, -er).</i>	Place.	<i>Plats (m.).</i>
<i>Tallerken (-en, -er).</i>	Plate.	<i>Tallrik (m.).</i>
<i>Behagelig.</i>	Pleasant.	<i>Angenäm.</i>
<i>Vær saa god, vær saa artig.</i>	Please.	<i>Var så god.</i>
<i>Fornøielse (-n, -r).</i>	Pleasure.	<i>Förnöielse (f.).</i>
<i>Høflig.</i>	Polite.	<i>Höflig.</i>
<i>Fattig.</i>	Poor.	<i>Fattig.</i>
<i>Bærer (-en, -e).</i>	Porter.	<i>Bärare (m.).</i>
<i>Mulig; muligvis.</i>	Possible; possibly.	<i>Möjlig.</i>
<i>Porto (-en); Frimærke (-t, -r).</i>	Postage; postage-stamp.	<i>Porto (n.); Frimärke (n.).</i>
<i>Skydsagt (-ten, -ter).</i>	Post-boy.	<i>Skjutspojke (m.).</i>
<i>Skydsskaffer (-en, -e).</i>	Post-master.	<i>Postmästare (m.).</i>
<i>Postkontor (-et).</i>	Post-office.	<i>Postkontor (n.).</i>
<i>Skydsstation (-en, -er; pron. shess-ståshoon), Skifte.</i>	Posting-station.	<i>Skjutsstation (f.).</i>
<i>Potete (-n, -r), Kartoffel (-len, -ler).</i>	Potato.	<i>Potatoes (pl.).</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Pen, smuk.</i>	Pretty.	<i>Täck.</i>
<i>Pris (-en, -er).</i>	Price.	<i>Pris (n.).</i>
<i>Rimelig; rimeligvis.</i>	Probable; probably.	<i>Sannolik.</i>
<i>Udtale (p. 7).</i>	Pronounce.	<i>Uttala (p. 13).</i>
<i>Udtale (-n).</i>	Pronunciation.	<i>Uttal (n.).</i>
<i>Proviant (en), Niste (-n).</i>	Provisions.	<i>Proviant (m.).</i>
<i>Rype.</i>	Ptarmigan.	<i>Ripa (f.).</i>
<i>Sætte (p. 7); spænde (p. 7).</i>	Put; put to (horses).	<i>Sätta (p. 13); spänna för (p. 13).</i>
<i>Hurtig; hurtigt (fort).</i>	Quick; quickly.	<i>Hurtig; fort, hurtigt.</i>
<i>Jernbane (-n, -r); Banegaard (-en, -e).</i>	Railway; railway-station.	<i>Jernbana; bangård (m.).</i>
<i>Regn (-en).</i>	Rain.	<i>Regn (n.).</i>
<i>Regne (p. 8).</i>	Rain, to.	<i>Regna (p. 13).</i>
<i>Hinbær (-et, pl. id.).</i>	Raspberry.	<i>Hallon (n.).</i>
<i>Læse (p. 8).</i>	Read, to.	<i>Läsa (p. 13).</i>
<i>Færdig.</i>	Ready.	<i>Färdig.</i>
<i>Regne (p. 8).</i>	Reckon, to.	<i>Räkna (p. 13).</i>
<i>Rød.</i>	Red.	<i>Röd.</i>
<i>Rensdyr (-et, pl. id.).</i>	Reindeer.	<i>Ren (m.).</i>
<i>Tøiler, Tømmer.</i>	Reins.	<i>Tygel (m.).</i>
<i>Behøve (p. 8).</i>	Require.	<i>Behöfra (p. 13).</i>
<i>Hvile (p. 8).</i>	Rest, to.	<i>Hvila (p. 13).</i>
<i>Komme or gaa tilbage.</i>	Return (v. i.).	<i>Vända; resa tillbaka (p. 13).</i>
<i>Løn (-en, Løn).</i>	Reward, wages.	<i>Lön (f.).</i>
<i>Baand (-et).</i>	Ribbon.	<i>Band (n.).</i>
<i>Rig.</i>	Rich.	<i>Rik.</i>
<i>Ride.</i>	Ride.	<i>Rida (p. 13).</i>
<i>Rigtig; De har Ret.</i>	Right; you are right.	<i>Riktig; Ni or Herrn har rätt.</i>
<i>Høiere.</i>	Right (hand).	<i>Höger.</i>
<i>Elv (-en, -e).</i>	River.	<i>Elf or älf (f.).</i>
<i>Vei (-en, -e).</i>	Road.	<i>Väg (m.).</i>
<i>Stege.</i>	Roast, to.	<i>Steka (p. 13).</i>
<i>Værelse (-t, -r).</i>	Room.	<i>Rum (n.).</i>
<i>Toug (-et).</i>	Rope.	<i>Rep (n.).</i>
<i>Ujævn, (of water) urolig.</i>	Rough.	<i>Ojämn, (of water) orolig.</i>
<i>Rundt om.</i>	Round.	<i>Rundt om.</i>
<i>Roe (p. 8).</i>	Row, to.	<i>Ro (p. 13).</i>
<i>Roerskarr (-en, -e).</i>	Rower.	<i>Roddare (m.).</i>
<i>Løbe (p. 8).</i>	Run, to.	<i>Löpa (p. 13).</i>
<i>Sadel (-ten, -ler).</i>	Saddle.	<i>Sadel (m.).</i>
<i>Sikker.</i>	Safe.	<i>Säker.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Lax</i> (-en, <i>Lax</i> ).	Salmon.	<i>Lax</i> (m.).
<i>Salt</i> (-et, -e).	Salt.	<i>Salt</i> (n.).
<i>Sand</i> (-en); <i>sandig</i> .	Sand; sandy.	<i>Sand</i> (m.); <i>sandig</i> .
<i>Saus</i> (-en).	Sauce.	<i>Sås</i> (m.).
<i>Sige</i> (p. 8).	Say, to.	<i>Säga</i> (p. 13).
<i>Sax</i> (-en, -e).	Scissors.	<i>Sax</i> (f.).
<i>Sø</i> (-en, -er).	Sea.	<i>Sjö</i> (m.).
<i>Sende</i> (p. 8).	Send, to.	<i>Sända</i> (p. 13).
<i>See</i> (p. 8).	See, to.	<i>Se</i> (p. 13).
<i>Søge</i> (p. 8).	Seek, to.	<i>Söka</i> (p. 13).
<i>Sjelden</i> .	Seldom.	<i>Sällan</i> .
<i>Selge</i> (p. 8).	Sell, to.	<i>Sälja</i> (p. 13).
<i>Tjener</i> (-en, -e), <i>Dreng</i> (-en, -e); <i>Pige</i> (-n, -r), <i>Jente</i> (-n, -r).	Servant; servant girl.	<i>Tjänare</i> (m.); <i>flicka</i> (f.).
<i>Stange</i> (-n, <i>Stænger</i> ).	Shaft (of a carriage).	<i>Tistel</i> (m.).
<i>Grund</i> .	Shallow.	<i>Grund</i> .
<i>Lagen</i> (-et, -er).	Sheet.	<i>Lakan</i> (n.).
<i>Skjorte</i> (-n, -r).	Shirt.	<i>Skjorta</i> (f.).
<i>Sko</i> (-en, -e).	Shoe.	<i>Sko</i> (m.).
<i>Skyde</i> .	Shoot, to.	<i>Skjuta</i> (p. 13).
<i>Jagt</i> (-en).	Shooting (chase).	<i>Jagt</i> (f.).
<i>Butik</i> (-en, -er); <i>Handler</i> (-en, -e).	Shop; shop-keeper.	<i>Butik</i> (m.); <i>Hand- lande</i> (m.).
<i>Kort</i> .	Short.	<i>Kort</i> .
<i>Hagel</i> (-len).	Shot.	<i>Hagel, skrot</i> (n.).
<i>Lukke</i> (p. 8).	Shut, to.	<i>Stänga</i> (p. 13).
<i>Lukket</i> .	Shut.	<i>Slutet</i> .
<i>Sjuk</i> .	Sick.	<i>Sjuk</i> .
<i>Side</i> (-n, -r).	Side.	<i>Sida</i> (f.).
<i>Siden</i> (of time); <i>fordi</i> , <i>efterdi</i> (causal).	Since.	<i>Sedan; emedan</i> .
<i>Nip</i> (-pet).	Sip.	<i>Sup</i> (m.).
<i>Enkelt</i> .	Single.	<i>Enkel</i> .
<i>Søst-er</i> (-ren, -re).	Sister.	<i>Syster</i> (f.).
<i>Sidde</i> .	Sit, to.	<i>Sitta</i> (p. 13).
<i>Sove</i> .	Sleep, to.	<i>Sofva</i> (p. 13).
<i>Langsom</i> .	Slow.	<i>Långsam</i> .
<i>Ryge</i> (intr.); <i>røge</i> (trans.).	Smoke, to.	<i>Ryka; röka</i> (p. 13).
<i>Sneppe</i> (-n, -r).	Snipe.	<i>Snäppa</i> (f.).
<i>Sne</i> (-en).	Snow.	<i>Snö</i> (m.).
<i>Sne</i> (p. 8).	Snow, to.	<i>Snöa</i> (p. 13).
<i>Saa</i> (conj.); <i>saaledes</i> (thus).	So.	<i>Så; således</i> .

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Sæbe</i> (-n).	Soap.	<i>Såpa</i> (f.).
<i>Sagte</i> .	Softly (gently, slowly).	<i>Sakta</i> .
<i>Undertiden</i> .	Sometimes.	<i>Stundom</i> .
<i>Snart</i> .	Soon.	<i>Snart</i> .
<i>Bedrøvet</i> ; <i>det gjør mig ondt</i> .	Sorry; I am sorry.	<i>Bedröfvad</i> ; <i>det gör mig ondt</i> .
<i>Suppe</i> (-en).	Soup.	<i>Soppa</i> (f.).
<i>Syd</i> (-en); <i>sydlig</i> , <i>søndre</i> .	South; southern.	<i>Syd</i> (m.).
<i>Tale</i> .	Speak. to.	<i>Tala</i> (p. 13).
<i>Skee</i> (-n, -r).	Spoon.	<i>Sked</i> (f.).
<i>Vaar</i> (-et).	Spring.	<i>Vår</i> (f.).
<i>Stald</i> (-en, -e).	Stable.	<i>Stall</i> (n.).
<i>Skifte</i> (-t, -r).	Stage.	<i>Skifte</i> (n.).
	Stamp, see postage stamp.	
<i>Staae</i> (p. 8).	Stand, to. Station, see posting-station, railway-station.	<i>Stå</i> (p. 13).
<i>Afgaa</i> , <i>gaa bort</i> (p. 8).	Start, to.	<i>Afga</i> (p. 13).
<i>Dampskib</i> (-et, -e).	Steamer.	<i>Ångbåt</i> (m.), <i>ångslup</i> (steam-launch).
<i>Opvarter</i> (-en, -e).	Steward.	<i>Uppassare</i> (m.).
<i>Stok</i> (-ken -ke).	Stick.	<i>Staf</i> (m.).
<i>Endnu</i> .	Still.	<i>Ännu</i> .
<i>Stigbøile</i> (-n, -r).	Stirrup.	<i>Stegbögel</i> (m.).
<i>Strømpe</i> (-n, -r).	Stocking.	<i>Strumpa</i> (f., pl. -or).
<i>Sten</i> (-en, -e); <i>stenet</i> .	Stone; stony.	<i>Sten</i> (m.).
<i>Standse</i> (p. 8).	Stop, to.	<i>Stå stilla</i> (p. 13).
<i>Ligefrem</i> .	Straight on.	<i>Rakt fram</i> .
<i>Rem</i> (-men, -mer).	Strap.	<i>Rem</i> (f.).
<i>Jordbær</i> (-et; pl. id.).	Strawberry.	<i>Smultron</i> (n.).
<i>Strøm</i> (-men, -me).	Stream.	<i>Ström</i> (m.).
<i>Snor</i> (-en, -e) <i>Snøre</i> (-n, -r), <i>Hyssing</i> (-en).	String.	<i>Snöre</i> (n.).
<i>Stærk</i> .	Strong (also rough, fatiguing).	<i>Stark</i> .
<i>Saadan</i> .	Such.	<i>Sådan</i> .
<i>Suk-ker</i> (-ren).	Sugar.	<i>Socker</i> (n.).
<i>Som-mer</i> (-ren, -re); <i>om Somren</i> .	Summer; in summer.	<i>Sommar</i> (m.); <i>om sommaren</i> .
<i>Sol</i> (-en, -e).	Sun.	<i>Sol</i> (f.).
<i>Aftensmad</i> (-en).	Supper.	<i>Aptonmåltid</i> (m.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Bord</i> (-et, <i>Bord</i> ).	Table.	<i>Bord</i> (n.).
<i>Tage</i> (p. 8); <i>sørge</i> (p. 8).	Take; take care of.	<i>Taga</i> ; <i>hafva omsorg om</i> (p. 13).
<i>Taxt</i> (-en, -er).	Tariff.	<i>Taxa</i> (f.).
<i>Thee</i> (-n).	Tea.	<i>Te</i> (n.).
<i>Kikkert</i> (-en, -er).	Telescope.	<i>Teleskop</i> (n.).
<i>End</i> .	Than.	<i>Än</i> .
<i>Tak</i> ; <i>mange Tak</i> .	Thanks; many thanks.	<i>Tackar</i> ; <i>tackar ödmjukast</i> (most humbly).
<i>At</i> .	That.	<i>Att</i> .
<i>Iovermorgen</i> .	The day after to-morrow.	<i>I öfvermorgon</i> .
<i>Iforgaas</i> .	The day before yesterday.	<i>Förgår</i> .
<i>Da, paa den Tid</i> .	Then.	<i>Då, på den Tid</i> .
<i>Der</i> .	There.	<i>Der</i> .
<i>Tyk</i> .	Thick.	<i>Tjock</i> .
<i>Tynd</i> .	Thin.	<i>Tunn</i> .
<i>Sag</i> (-en, -er).	Thing.	<i>Sak</i> (f.).
<i>Tænke</i> (p. 8).	Think.	<i>Tänka</i> (p. 13).
<i>Tørstig</i> .	Thirsty.	<i>Törstig</i> .
<i>Iaften</i> ; <i>imorges</i> .	This evening; this morning.	<i>I afton</i> ; <i>i morse</i> .
<i>Did</i> .	Thither.	<i>Dit</i> .
<i>Traad</i> (-et, <i>Traad</i> ).	Thread.	<i>Tråd</i> (m.).
<i>Tre Gange</i> .	Three times.	<i>Tre Gånger</i> .
<i>Gjennem</i> .	Through.	<i>Genom</i> .
<i>Biljet</i> (-tet, -ter).	Ticket.	<i>Biljett</i> (n.).
<i>Trætt</i> .	Tired.	<i>Trött</i> .
<i>Fast</i> .	Tight.	<i>Fest</i> .
<i>Indtil</i> ; <i>ikke før</i> .	Till; not till.	<i>Till, intill</i> .
<i>Tid</i> (-en, -er).	Time.	<i>Tid</i> (m.).
<i>Til</i> .	To.	<i>Till</i> .
<i>Tobak</i> (-ken).	Tobacco.	<i>Tobak</i> (m.).
<i>Idag</i> ; <i>imorgen</i> .	To-day; to-morrow.	<i>I dag</i> ; <i>i morgon</i> .
<i>Tilsammen</i> .	Together.	<i>Ihop, tillsammans</i> .
<i>For</i> (meget etc.).	Too (much etc.).	<i>För mycket</i> .
<i>Top</i> (-pen, -pe).	Top.	<i>Spets</i> (m.).
<i>Mod</i> .	Towards.	<i>Emot</i> .
<i>Haandklæde</i> (-t, -r).	Towel.	<i>Handduk</i> (m.).
<i>By</i> (-en, -er).	Town.	<i>By</i> (m.).
<i>Tog</i> (-et, <i>Tog</i> ).	Train.	<i>Tåg</i> (n.).
<i>Oversættelse</i> (-n, -r).	Translation.	<i>Öfversättning</i> (f.).
<i>Reise</i> (p. 8).	Travel, to.	<i>Resa</i> (p. 13).
<i>Besvær</i> (-et); <i>besværlig</i> .	Trouble; troublesome.	<i>Besvär</i> (n.).

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Benklæder.</i>	Trousers.	<i>Benkläder.</i>
<i>Ørret (-en, -er).</i>	Trout.	<i>Forell (m.).</i>
<i>Sand; det er sandt.</i>	True; that is true.	<i>Sann; det är sannt.</i>
<i>Kuffert (-en, -er).</i>	Trunk.	<i>Koffert (m.).</i>
<i>Sandhed (-en, -er).</i>	Truth.	<i>Sanning (f.).</i>
<i>Forsøge.</i>	Try.	<i>Försöka (p. 13).</i>
<i>To Gange.</i>	Twice.	<i>Två gånger.</i>
<i>Styg.</i>	Ugly.	<i>Stygg.</i>
<i>Paraply (-en, -er).</i>	Umbrella.	<i>Regnskärm (m.).</i>
<i>Unbestemt.</i>	Uncertain.	<i>Obestämt.</i>
<i>Under.</i>	Under.	<i>Under.</i>
<i>Forstaae (p. 8).</i>	Understand.	<i>Förstå (p. 13).</i>
<i>Unbehagelig.</i>	Unpleasant.	<i>Obehagelig.</i>
<i>Op, oppe; opad (Bakken).</i>	Up; uphill.	<i>Up, uppe; uppåt, uppåt backen.</i>
<i>Paa.</i>	Upon.	<i>På.</i>
<i>Brug (-en), Nytte (-n).</i>	Use.	<i>Bruk (n.).</i>
<i>Bruge (p. 8).</i>	Use, to.	<i>Bruka (p. 13).</i>
<i>Sædvanlig, almindelig.</i>	Usual.	<i>Vanlig.</i>
<i>Dal (-en, -e).</i>	Valley.	<i>Dal (m.).</i>
<i>Værdi (-en).</i>	Value.	<i>Värde (n.).</i>
<i>Grønsager.</i>	Vegetables.	<i>Grönsaker.</i>
<i>Slør (-et, Slør).</i>	Veil.	<i>Slöja (f.).</i>
<i>Meget.</i>	Very.	<i>Mycket.</i>
<i>Udsigt (-en, -er).</i>	View.	<i>Utsigt (f.).</i>
<i>Landssby (-en, -er); Landhandler (-en, -e).</i>	Village; village-shopkeeper.	<i>By (m.).</i>
<i>Eddike (-n).</i>	Vinegar.	<i>Ättika (f.).</i>
<i>Besøg (-et, Besøg).</i>	Visit.	<i>Besök (n.).</i>
<i>Søreise (-n, -r).</i>	Voyage.	<i>Sjöresa (f.).</i>
<i>Vente (p. 8).</i>	Wait.	<i>Vänta (p. 13).</i>
<i>Opvarter (-en, -e).</i>	Waiter.	<i>Uppassare (m.).</i>
<i>Spadsergang (-en, -e).</i>	Walk.	<i>Spatsergång (m.).</i>
<i>Varm; jeg har varm.</i>	Warm; I am warm.	<i>Varm.</i>
<i>Vadske (p. 8).</i>	Wash.	<i>Tvätta (p. 13).</i>
<i>Vadskekone (-n, -r).</i>	Washerwoman.	<i>Tvätterska (f.).</i>
<i>Vand (et, -e).</i>	Water.	<i>Vatten (n.).</i>
<i>Lokum (-et), 'det lille Hus'.</i>	Water-closet.	<i>Afträde (n.), or det lilla hus.</i>
<i>Fos (-sen, -ser).</i>	Waterfall.	<i>Fors (m.).</i>
<i>Snag.</i>	Weak.	<i>Snag.</i>
<i>Veir (-et).</i>	Weather.	<i>Väder (n.).</i>
<i>Uge (-n, -r).</i>	Week.	<i>Vecka (f.).</i>
<i>Frisk, sund.</i>	Well (in health).	<i>Frisk, sund.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Brønd</i> (-en, -er), <i>Kilde</i>	Well (subst.)	<i>Brunn</i> (m.), <i>källa</i> (f.).
(-n, -r).		
<i>Vel</i> , <i>godt</i> .	Well (adv.).	<i>Väl</i> , <i>godt</i> .
<i>Vest</i> (-en); <i>vestlig</i> ,	West; western.	<i>Vest</i> (m.).
<i>vestre</i> .		
<i>Fugtig</i> , <i>vaad</i> .	Wet.	<i>Fuktig</i> , <i>våt</i> .
<i>Hjul</i> (-et, <i>Hjul</i> ).	Wheel.	<i>Hjul</i> (n.).
<i>Svøbe</i> (-n, -r).	Whip.	<i>Piska</i> (f.).
<i>Naar</i> , <i>hvad Tid</i> .	When (interrog.).	<i>När</i> .
<i>Da</i> (with past tense),	When (conj.)	<i>Då</i> ; <i>när</i> .
<i>naar</i> (with present or future).		
<i>Hvor</i> .	Where.	<i>Hvar</i> .
<i>Medens</i> .	While.	<i>Medan</i> .
<i>Hvorfor</i> .	Why.	<i>Hvarför</i> .
<i>Husfru</i> (-en, -er).	Wife.	<i>Husfru</i> , <i>fru</i> (f.).
<i>Vind</i> (-en, -e).	Wind.	<i>Vind</i> (m.).
<i>Vindue</i> (-t, -r).	Window.	<i>Fönster</i> (n.).
<i>Vin</i> (-en, -e).	Wine.	<i>Vin</i> (n.).
<i>Ønske</i> (p. 8).	Wish, to.	<i>Önska</i> (p. 13).
<i>Med</i> .	With.	<i>Med</i> .
<i>Inde</i> .	Within.	<i>Inne</i> .
<i>Kvinde</i> (-n, -r).	Woman.	<i>Gvinna</i> (f.).
<i>Skov</i> (-en, -e); <i>Tiur</i>	Wood; woodgrouse.	<i>Skog</i> (m.); <i>tjäder</i>
(-en, -er).		(m.).
<i>Ord</i> (-et, <i>Ord</i> ).	Word.	<i>Ord</i> (n.).
<i>Arbeide</i> (-t, -r).	Work.	<i>Arbete</i> (n.).
<i>Værd</i> .	Worth (adj.).	<i>Värd</i> .
<i>Skrive</i> (p. 8).	Write.	<i>Skrifva</i> (p. 13).
<i>Urigtig</i> , <i>gal</i> , <i>falsk</i> ;	Wrong; I am wrong.	<i>Falsk</i> , <i>origtig</i> ; <i>jag har</i>
<i>jeg har Urett</i> .		<i>orätt</i> .
<i>Aar</i> (-et, <i>Aar</i> ).	Year.	<i>År</i> (n.).
<i>Gul</i> .	Yellow.	<i>Gul</i> .
<i>Igaar</i> .	Yesterday.	<i>Igår</i> .
<i>Ja, jo</i> (the latter being	Yes.	<i>Ju</i> ; <i>jo</i> .
used in answer to a		
question in the ne-		
gative or express-		
ing doubt).		
<i>Ung</i> .	Young.	<i>Ung</i> .

## Short and Useful Phrases.

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Gød Morgen, Åften, Nåt.</i>	Good morning, evening, night.	<i>God morgon</i> (pron. gu morron), <i>aften, natt.</i>
<i>Hvordan hār De det?</i>	How do you do?	<i>Hur mår Ni (herrn)? Hur står det till? *</i>
<i>Tak skal De have! Mange Tak!</i>	Thank you. Many thanks.	<i>Tack! Jag tackar så mycket.</i>
<i>Vār saa gūd!</i>	Be so good. Please.	<i>Var så god!</i>
<i>Hvad ønsker De?</i>	What do you want?	<i>Hvad ønsker Ni? Hvad vill Ni ha?</i>
<i>Hvad behåger?</i> (sounds almost like <i>Va ba?</i> )	What do you wish?	<i>Hvad behågas?</i>
<i>Tåler De Engelsk?</i>	Do you speak English?	<i>Talar Ni engelsk?</i>
<i>Nei, men jeg taler lidt norsk, svensk.</i>	No, but I speak a little Norwegian, Swedish.	<i>Nej, men jag talar litet (final t silent) norsk, svenska.</i>
<i>Ønsker De et Værelse?</i>	Do you want a room?	<i>Önskar Ni ett rum?</i>
<i>Hvad kan jeg faa at spise?</i> (æde is used of animals only).	What can I have to eat?	<i>Hvad kan jag få att äta (or spisa)?</i>
<i>Giv! — Tåg! — Stöp!</i>	Give. Take. Stop.	<i>Ge (gif)! — Tag! — Håll (stopp)! —</i>
<i>Det behager mig aldeles ikke.</i>	That (this) does not please me at all.	<i>Det behågar mig alls icke.</i>
<i>Forstår De det?</i>	Do you understand that?	<i>Förstår Ni det?</i>
<i>Er det ikke godt?</i>	Is that not good?	<i>Är det icke (more commonly inte) bra?</i>
<i>Jo, det er meget godt.</i> (Jo is used in reply to a negative interrogative.)	Yes, it is very good.	<i>Jo, det är mycket bra.</i>
<i>Hvad hedder dette Stød? Denne Station?</i>	What is the name of this place, this station?	<i>Hvad heter detta stäl-le? den här stationen? Hvad heter du?</i>
<i>Hvad hedder Du?</i>	What is your name?	
<i>Hvad hedder — kaldes — det paa norsk, paa svensk?</i>	What is that in Norwegian, Swedish?	<i>Hvad heter det på norsk, på svenska?</i>
<i>Hvørlædes synes De om det?</i>	How do you like that?	<i>Hvad tycker Ni om det?</i>
<i>Det behager mig meget godt.</i>	I like it very well.	<i>Det behågar mig mycket bra.</i>
<i>Vent lidt! Bt lidt!</i>	Wait a little.	<i>Vänta litet!</i>
<i>Pas paa!</i>	Take care.	<i>Pass på! (se upp!)</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Det er overflødig.</i>	That is superfluous.	<i>Det är öfverflödigt.</i>
<i>Hvem banker paa Døren?</i>	Who is that knocking at the door?	<i>Hvem klappar på dörren?</i>
<i>Kom ind!</i>	Come in.	<i>Stig in!</i>
<i>Vær saa god, luk Døren!</i>	Please shut the door.	<i>Var så god och stäng dörren!</i>
<i>Aabn et Vindue!</i>	Open a window.	<i>Öppna ett fönster!</i>
<i>Jeg er trætt, hulten og tørstig.</i>	I am tired, hungry, and thirsty.	<i>Jag är trött, hungrig och törstig.</i>
<i>Hvad koster det?</i>	What does this cost?	<i>Hvad kostar det?</i>
<i>Er alle Pladse optagne?</i>	Are all the places taken?	<i>Äro alla platser upptagna?</i>
<i>Det gjør mig meget ondt.</i>	I am very sorry for that.	<i>Det gör mig mycket ondt (ledsen).</i>
<i>Kan De vexle en ti Kroner-Sedel?</i>	Can you change a ten-crown note for me?	<i>Kan Ni vexla en ti-krone-sedel?</i>
<i>Ja, men jeg har ikke Smaapenge, heller ikke Skillemynt.</i>	Yes, but I have no small change.	<i>Ja, men jag har inte småmynt.</i>
<i>Hvad er Klokken?</i>	What o'clock is it?	<i>Hvad är klockan?</i>
<i>Klokken er to; halvtolv; tre Kvarter til et; et Kvarter over ti; fem Minutter over fire; mangler tre Minutter i syv.</i>	It is two o'clock; half past eleven; a quarter to one; a quarter past ten; five minutes past four; three minutes to seven.	<i>Klockan är två (två); half tolf; tre quart på (or till) ett; en quart öfver tio; fem minuter öfver fyra; fattas tre minuter i sju.</i>
<i>Jeg vilde gjerne reise tidligt.</i>	I wish to start early.	<i>Jag ville gerna resa tidigt.</i>
<i>Jeg vilde gjerne vækkes.</i>	I wish to be called (wakened).	<i>Jag ville gerna bli väckt.</i>
<i>Naar skal jeg vække Dem?</i>	When am I to waken you?	<i>När (hur dags) skall jag väcka Er?</i>
<i>Klokken sex.</i>	At six o'clock.	<i>Klockan sex.</i>
<i>Det er for sent.</i>	That is too late.	<i>Det är för sent.</i>
<i>Saa maa De komme tidligere.</i>	Come earlier then.	<i>Då får Ni komma tidigare.</i>
<i>Ønsker De at spise Frøkost?</i>	Do you want breakfast?	<i>Önskar (vill) Ni äta frukost?</i>
<i>Ja, Tak! Nei, Tak!</i>	Yes, thank you. No, thank you.	<i>Ja, jag tackar; nej, jag tackar.</i>
<i>(Tak is not used alone.)</i>		
<i>Der er Drikkepenge.</i>	Here is the gratuity.	<i>Där är drickspengar.</i>
<i>Om Forlødelse! Jeg beder om Undskyldning!</i>	Excuse me.	<i>Ursäkt! Jag ber om ursäkt.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Tag det ikke ilde op!</i>	Don't take it ill.	<i>Tag inte illa upp!</i>
<i>Det gjør intet.</i>	That does not matter.	<i>Det gör ingenting (skadlar inte).</i>
<i>Veiret er ilåg smukt, men igaar var det meget stygt; det regnede den hële Däg.</i>	To-day the weather is fine, but yesterday it was very bad; it rained the whole day.	<i>Vädret är i dag vackert, men i går var det mycket dåligt; det regnade hela dagen.</i>
<i>I morgen vil vi hëve Bläst.</i>	To-morrow will be windy.	<i>I morgon få vi blåst.</i>
<i>Veiret er mørkt, lum-mert, varmt, koldt, foranderligt, bestandigt.</i>	The weather is dull, sultry, warm, cold, changeable, settled.	<i>Vädret är mulet, kvalmigt, varmt, kallt, ostadigt, stadigt.</i>
<i>Sønden vinden har Skjøer og Regn til Følge.</i>	The south wind brings clouds and rain.	<i>Sunnanvinden har med sig moln och regn.</i>
<i>Det bliver kjøligt; det klarer op.</i>	It is getting cooler; it is clearing up.	<i>Det blir kjøligt; det klarnar upp.</i>
<i>Solen gaar tidligt op.</i>	The sun rises early.	<i>Solen går tidigt upp.</i>
<i>Solen gaar sildigt ned.</i>	The sun sets late.	<i>Solen går sent ned.</i>
<i>Om Sommeren i de lyse Nætter reiser man meget behageligt — hyggeligt.</i>	One can travel comfortably in the light nights of summer.	<i>Om sommaren under de ljusa nätterna reser man mycket behagligt.</i>
<hr/>		
<i>Jeg glæder mig meget over at se Dem igjen.</i>	I am very glad to see you again.	<i>Det glæder mig mycket att återse Er.</i>
<i>Er De syg?</i>	Are you ill?	<i>Ar Ni sjuk?</i>
<i>Jeg er ikke rask.</i>	I am not well.	<i>Jag mår inte bra.</i>
<i>Skal jeg gaa efter en Læge?</i>	Shall I go for a doctor?	<i>Skall jag gå efter en läkare?</i>
<i>Jeg har Tandepine.</i>	I have toothache.	<i>Jag har tandvärk.</i>
<i>Jeg har ingen Feber, men jeg trænger til Hvile.</i>	I have no fever, but I need rest.	<i>Jag har inte någon feber, men jag behöfver hvila.</i>
<i>Lad mig være alene.</i>	Leave me alone.	<i>Låt mig vara ensam.</i>
<i>Løv vël! Får vël!</i>	Farewell.	<i>Farväl! Adieu!</i>
<hr/>		
<i>Vær saa god, vis mig Vejen til N.</i>	Please show me the way to N.	<i>Var så god och visa mig vägen till N.</i>
<i>Hvør kommer De frå?</i>	Where are you coming from?	<i>Hvarifrån kommer Ni?</i>
<i>Jeg kommer fra Slot-tet.</i>	I come from the castle.	<i>Jag kommer från slot-tet.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Gaa ligefrëm; til højre; til venstre.</i>	Go straight on; to the right; to the left.	<i>Gå rakt främ; åt höger; åt venster.</i>
<i>Hvørlængt er der herfra til N?</i>	How far is it from here to N?	<i>Hur långt är det härifrån till N.?</i>
<i>Hvørlænge behøves, for at komme til N?</i>	How much time do I need to reach N.?	<i>Hur lång tid behöfs det för att komma till N.?</i>
<i>Kan vi finde os tilrette med Kortet?</i>	Can we find our way with the plan (map)?	<i>Kunna vi hitta efter kärtan?</i>
<i>Ved Hjørnet maa De spørge Dem videre frem.</i>	You must ask again at the corner.	<i>Vid hörnet måste Ni fråga (fråga Er för) vidare.</i>
<i>Gaa altid fremad.</i>	Go straight forwards.	<i>Gå alltjämt framåt.</i>
<i>Naar kommer Du tilbage?</i>	When are you coming back?	<i>När kommer du tillbaka?</i>
<i>Er Herr N. hjemme?</i>	Is Mr. N. at home?	<i>Är Herr N. hemma?</i>
<i>Kan jeg faa Hr. N. i Tale?</i>	Can I see Mr. N.?	<i>Kan jag få tala med Herr N.?</i>
<i>Giv ham mit Kort.</i>	Give him my card.	<i>Ge honom mitt kort (visitkort).</i>
<i>Hvør er Pórtneren?</i>	Where is the porter?	<i>Hvar är portvaktaren?</i>
<i>Er De fremmed hér?</i>	Are you a stranger here?	<i>Är Ni främling här?</i>
<i>Er De gift?</i>	Are you married?	<i>Är Ni gift?</i>
<i>Har De Børn?</i>	Have you any children?	<i>Har Ni barn?</i>
<i>Jeg har været gift og har et Barn.</i>	I was married and have one child.	<i>Jag har varit gift och har ett barn.</i>
<i>En Søn eller en Datter?</i>	A son or a daughter?	<i>En son eller en dotter?</i>
<i>Opvårter, en Flaske Vin, Øl, en Kop Kaffe!</i>	Waiter, a bottle of wine, beer, a cup of coffee.	<i>Kypare, en butélj vin, öl, en kopp kaffe!</i>
<i>Ønsker De Hvædebrød dertil, eller Käger?</i>	Do you want wheaten bread with it, or cake?	<i>Önskar Ni hvetebröd eller kakor till?</i>
<i>Bring mig en Aqua-vit! (en Cognac, en „Allum“, en „Lys-holmer“).</i>	Bring me a glass of spirits (brandy, 'Allum', 'Lysholmer').	<i>Ge mig en sup, ett glas brännvin, kon-jak, etc.</i>
<i>Bring mig Punsch og Sodavand.</i>	Bring me some punch and soda-water.	<i>Ge mig punsch och sodavatten.</i>
<i>Spirituosier findes ikke</i>	Spirits are not to be	<i>Spirituosa kan man</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>om Lördags Aften</i> <i>og hēle Søndagen.</i>	got on Saturday evening and Sun- day.	<i>icke få om lördags</i> <i>afton (or qväll) och</i> <i>hela söndagen</i> (ge- nerally pron. sön- dän).
<i>Bring mig en halv Por- tion af denne Stæg, Potetes og en halv Flask Øl (en halv Øl).</i>	Bring me half a por- tion of this roast meat, some pota- toes, and half a bottle of beer.	<i>Ge mig en half portion</i> (pron. pörtshön) <i>af</i> <i>den här steken, po- tatis och en half bu- telj öl (en half öl).</i>
<i>Hvør er Spiseseddeln?</i>	Where is the bill of fare?	<i>Hvar är måtsedeln?</i>
<i>Ønsker De Rûgbrød</i> <i>eller Hvêdebrød?</i>	Do you want rye- bread or wheaten- bread?	<i>Önskar Ni rågbröd el- ler hvetebröd?</i>
<i>Jeg ønsker Brød, Smør</i> <i>og Ost.</i>	I want some bread, butter, and cheese.	<i>Jag önskar bröd, smör</i> <i>och ost.</i>
<i>Hvad synes De om</i> <i>Gammelost og Mys- ost?</i>	How do you like the old cheese and the Myse cheese?	<i>Hvad tycker Ni om</i> <i>gammal ost och</i> <i>mēsost?</i>
<i>Den første er for barsk</i> <i>og den anden for</i> <i>sød.</i>	The former is too strong and the lat- ter too sweet.	<i>Den förste är för skarp</i> <i>och den andre för</i> <i>söt.</i>
<i>Bring mig en Kniv, en</i> <i>Gaffel, en Tållerken,</i> <i>en Skē og et Glas.</i> <i>Nei, heller to Glas.</i>	Bring me a knife, a fork, a plate, a spoon, and a glass. No, better two glas- ses.	<i>Ge mig knif och gaffel,</i> <i>en tallrick, en sked</i> <i>och ett glas. Nej,</i> <i>håldre två glas!</i>
<i>Der mangler Salt, Pē-</i> <i>ber, Sennop, Eddike.</i>	There is no salt, pep- per, mustard, vine- gar.	<i>Det fattas salt, peppar,</i> <i>sénap, ättika.</i>
<i>Har De kogende</i> <i>Vand?</i>	Have you boiling wa- ter?	<i>Har Ni varmt vatten?</i>
<i>Bring mig en Pânde-</i> <i>kæge og Sukker; en</i> <i>Pølse, Suppe, Mæl-</i> <i>kevelling; Mælk og</i> <i>Fløde; Grønt (Ge-</i> <i>myse) etc.</i>	Bring me a pancake and sugar; a sau- sage, soup, some bread-and-milk; milk and cream; some vegetables.	<i>Ge mig en pännkåka</i> <i>och socker; en korf,</i> <i>soppa, välling;</i> <i>mjölk och grädda;</i> <i>grönsaker, etc.</i>
<i>Ønsker De varm Frø-</i> <i>kost, inden De reise?</i>	Do you wish a hot (meat) breakfast before you start?	<i>Önskar Ni varm fru-</i> <i>kost före resan?</i>
<i>Nei, kun en Kop Kåffe</i> <i>og to Æg; men</i> <i>haardt-, blødkogte</i> <i>Æg.</i>	No, only a cup of cof- fee and two eggs; but the eggs must be hard, soft boiled.	<i>Nej, bara en kopp kaffe</i> <i>och två ägg; men</i> <i>hård-kokta, lös-</i> <i>kokta ägg.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Kan jeg faa Røræg eller Speilæg?</i>	Can I have beat-up or poached eggs?	<i>Kan jag få ägg-röra eller stekta ägg?</i>
<i>Har De Fisk?</i>	Have you fish?	<i>Har Ni fisk?</i>
<i>Ja, der er Torsk, Lax, Ørreter, Måkræl, Hummer, Flyndre og saa videre.</i>	Yes, you can have torsk (a kind of cod), salmon, mackerel, lobster, flounders, etc.	<i>Ja, det fins torsk, lax, foreller, makrill, hummer, flundror och så vidare.</i>
<i>Kan jeg faa noget Koldt, Skinke, Pølse og andet saadant?</i>	Can I have something cold; ham, sausage, or something of that sort?	<i>Kan jag få någon kall-mat, skinka, korf och annat sådant?</i>
<i>Vilbekomme!</i>	May it agree with you! (said on rising from table after dinner).	<i>Välbekomme!</i>
<hr/>		
<i>Lād vaske mit Lin-ned.</i>	Get my things washed.	<i>Låt tvätta mitt linne.</i>
<i>Naar kommer Väske-kønen?</i>	When does the wash-erwoman come?	<i>När kommer tvätterskan?</i>
<i>I morgen, om to Døge maa alt være fær-dig.</i>	Everything must be ready to-morrow, in two days.	<i>I morgon, om två dar måste allt vara färdigt (vara i ordning).</i>
<i>Kan jeg støle derpaa?</i>	Can I depend upon it?	<i>Kan jag lita på det?</i>
<i>Jeg har faaet et stort Hul i Frakken, i Kjolen, i Buxerne; lad det straxt søsamme, reparere.</i>	I have made a large hole in my coat, dress-coat, trousers; get it mended at once.	<i>Jag har fått ett stort hål på rocken, på fracken, på byxor-na; låt genast laga det.</i>
<i>Hvor meget er jeg Dem skyldig?</i>	How much do I owe you?	<i>Hur mycket är jag skyldig Er?</i>
<i>Det er for meget, for dyrt.</i>	That is too much, too dear.	<i>Det är för mycket, för dyrt.</i>
<i>Priserne er for høie.</i>	The charges are too high.	<i>Priserne äro för höga.</i>
<i>Vil De snyde mig?</i>	Do you want to cheat me?	<i>Vill Ni preja mig?</i>
<hr/>		
<i>Bring mit Tøi — min Bagage — i Hotellet.</i>	Bring my luggage to the hotel.	<i>Skaffa mina saker (mitt bagage) till hotellet.</i>
<i>Hvad er Taxten?</i>	What is the regular charge (tariff)?	<i>Hvad är taxan?</i>
<i>Hvad betales for Kjørsel med Kjøretøi</i>	What is the charge for the drive for a	<i>Hvad betalar man för åkning med en en-</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>forspændt med en eller to Heste?</i>	carriage with one horse, with two horses?	<i>spännare, en två-spännare (åkdon med en, två hästar)?</i>
<i>Hent mig en Droschke fra nærmeste Holdeplads.</i>	Fetch me a cab from the nearest stand.	<i>Hemta mig en droska från närmaste hållplats.</i>
<i>Hvormeget betales hēn og tilbåge—for Tur og Retur?</i>	What is the fare there and back?	<i>Hvad betalar man (för åkning) från och tillbaka?</i>
<i>For længere Ture betales efter Overenskomst.</i>	For longer drives the fares are according to bargain.	<i>För längre turer betalar man efter öfverenskommelse.</i>
<i>Med Vogne med en Hest befordres kun to voxne Personer.</i>	Only two grown-up persons can be conveyed in a one-horse carriage.	<i>Med en häst befordrar man blott två vuxna personer.</i>
<i>Jeg vil kjøre timeris. Hvormeget koster det per Time?</i>	I wish to drive by time; what is the fare per hour?	<i>Jag vill fara på timme; hvad kostar det i timmen?</i>
<i>Er der en Båbåd, eller en Færgemand?</i>	Is there a porter here, or a boatman?	<i>Fins här ett stadsbud (en bårare) eller en båtkarl (roddare)?</i>
<i>Vil De have Landskyds eller Baadskyds?</i>	Do you wish to go by land or water?	<i>Vill Ni färdas landvägen eller sjövägen?</i>
<i>Jeg vil reise med Dampskibet.</i>	I wish to travel by the steamboat.	<i>Jag vill fara med ångbåten.</i>
<i>Idag gaar intet Dampskib.</i>	No steamboat starts to-day.	<i>I dag går ingen ångbåt.</i>
<i>Da besørg en Baad med fire Mænd (not Mænd).</i>	Then order a boat with four men.	<i>Beställ da en båt med fyra karlar (man).</i>
<i>Har de Niste med?</i>	Have you provisions with you?	<i>Har Ni matsäck med?</i>
<i>Der er Niste for Dem og for Rørskarlene (pron. kårene).</i>	Here are provisions for you and the rowers.	<i>Här är matsäck för Er och roddarna.</i>
<i>Den unge Rorskar(l)er meget flink og staut.</i>	The young oarsman is very fast and strong.	<i>Den unge roddaren är mycket rask och stark.</i>
<i>Vil vi faa Vind eller Regn?</i>	Shall we have wind or rain?	<i>Få vi blåst eller regn?</i>
<i>Fjörden er lidt urørlig; der er Bølger.</i>	The fjord is rough; there are waves.	<i>Fjärden är orolig (upp-rörd); det går vågor (böljor).</i>
<i>Da bliver jeg søsyg.</i>	Then I shall be seasick.	<i>Då blir jag sjösjuk.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Vær saa god, vis meg Veien til Bånegaarden.</i>	Please tell me which is the way to the station?	<i>Var så god och visa mig vägen till bångården.</i>
<i>Naar gaar Tøget til N.?</i>	When does the train for N. start?	<i>När går tåget till N.?</i>
<i>Reiser De med Hurtig- eller det blandede Tøg?</i>	Do you travel by the express train or by the mixed train?	<i>Reser Ni med snälltåget eller med blandade tåget?</i>
<i>Billetkontoret er endnu ikke aabent.</i>	The ticket-office is not open yet.	<i>Biljettkontoret är ännu inte öppet.</i>
<i>Naar aabnes det?</i>	When is it opened?	<i>När öppnas det?</i>
<i>En Billet første — anden — tredje Klasse til N.</i>	A ticket for N., first-class, second-class, third-class.	<i>En biljett första — andra — tredje klass till N.</i>
<i>Har De Overvægt?</i>	Have you overweight?	<i>Har Ni öfvervigt?</i>
<i>Hvor er Røg-, Dameskupéen?</i>	Where is the smoking carriage, the ladies' compartment?	<i>Hvar är rök-, damkupén?</i>
<i>Frå hvilken Kant kommer Vinden?</i>	Which side does the wind come from?	<i>Från hvilket håll kommer vinden?</i>
<i>Vær saa god, luk Vinduet!</i>	Please shut the window.	<i>Var så god och stäng fönstret!</i>
<i>Trækluft er meget færlig.</i>	A draught is very dangerous.	<i>Drag är mycket farligt.</i>
<i>Hvad hedder dette Vand, hint Bjerg, denne Station?</i>	What is the name of this lake, mountain, station?	<i>Hvad heter den här sjön, det der berget, den här stationen?</i>
<i>Er Bånen smalsporet?</i>	Is this a narrow-gauge line?	<i>Är detta en smalspårig bana?</i>
<i>Hvor mange Klasser gives her?</i>	How many classes are there?	<i>Hur många klasser fins det här?</i>
<i>Båre to, tre, en.</i>	Only two, three, one.	<i>Blott (bara) två, tre, en.</i>
<i>Er der et godt Hotel i N? Hvilket er det bedste?</i>	Is there a good hotel at N.? Which is the best?	<i>Fins det ett godt (bra) Hotel i N.? Hvilket är det bästa?</i>
<i>De er alle gode; der er ingen Forskel.</i>	They are all good; there is no difference.	<i>De äro alla bra; det fins ingen skillnad.</i>
<i>Tak for behageligt Selskab!</i>	Thank you for your agreeable company.	<i>Tack för godt sällskap.</i>
<i>Behagelig — lykkelig — Reise!</i>	A pleasant, happy journey.	<i>Angenäm — lycklig — resa!</i>
<i>Jeg gaar tilfods.</i>	I go on foot.	<i>Jag går till fots.</i>
<i>Hr. Konduktør, vil De</i>	Guard, will you take	<i>Herr konduktör, vill</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>opbevare mit Tøi, til i Eftermiddag?</i>	care of my luggage till the afternoon?	<i>Ni (vill Herr konduktören) förvara mina saker tills i eftermiddag?</i>
<i>Kan jeg faa et Værelse med en Seng — med to Senge?</i>	Can I have a room with one bed, with two beds?	<i>Kan jag få ett rum med en säng — med två sängar?</i>
<i>Bring mig et Lys og koldt Vand, for at vaske mig.</i>	Bring me a candle and some cold water for washing myself.	<i>Skaffa mig ett ljus och kallt vatten till att tvätta mig i.</i>
<i>Hvor er Løkkumet, Dås?</i>	Where is the water-closet?	<i>Hvar är privetet (afträdet)?</i>
<i>Gaa opad, nedad Trappen og derefter til høire, til venstre.</i>	Go upstairs, downstairs, and then turn to the right, left.	<i>Gå uppför, nedför trappan och sedan till höger, till vänster.</i>
<i>Har De en Støvleknægt?</i>	Have you a boot-jack?	<i>Har Ni en stöfvelknækt?</i>
<i>Nei, men jeg skal gaa efter Gaardskarlen, som skal trække af Dem Støvlerne.</i>	No, but I will call the 'boots', to pull off your boots.	<i>Nej, men jag vill ropa på gårdsdrängen, som skall dra af Er stöflarna.</i>
<i>Jeg forstaar Dem ikke, De maa tale høiere og langsommere.</i>	I do not understand you, you must speak louder and slower.	<i>Jag förstår Er inte, Ni måste tala högre och långsammare.</i>
<i>Kan jeg faa en Fører, en Ledsager, en Bærer?</i>	Can I procure a guide, attendant (to show the way), porter?	<i>Kan jag få en förare (vägvisare), en ledsagare, en bärare?</i>
<i>Jeg giver gjerne dobbelte Drikkepenge.</i>	I am ready to give a double gratuity.	<i>Jag ger gerna dubbla drickspengar.</i>
<i>Jeg vil saa straxt som muligt have en Kariöl og en Hest; to Karioler med to Heste.</i>	I wish as soon as possible a carriage with one horse, two carriages with two horses.	<i>Jag ville så fort som möjligt få en skjuts-kärra (karriol) med en häst, två karrioler med två hästar.</i>
<i>Hvad koster Skydsen til den næste Station?</i>	What is the fare to the next station?	<i>Hvad kostar skjutsen tills nästa Station?</i>
<i>Hvor er Dagbogen?</i>	Where is the day-book?	<i>Hvar fins dagboken?</i>
<i>Hos Stationsholderen, hos Skydsskafferen.</i>	At the station-master's.	<i>Hos gästgifvaren (generally pron. yayshivären).</i>
<i>Jeg vil straxt reise videre.</i>	I wish to go on at once.	<i>Jag vill genast resa vidare.</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>Hvor er Skydskarlen, Guttén?</i>	Where is the driver?	<i>Hvar är kuskén (skjuts-pojken)?</i>
<i>Det er en god og flink Hest. Hvor gammel er den?</i>	That is a good and fast horse; how old is he?	<i>Det är en god och rask häst; hur gammal är han?</i>
<i>Har Du en Tollekniv?</i>	Have you a knife?	<i>Har du en knif?</i>
<i>Hvor har Stationshol-deren kjøbt Hesten?</i>	Where did the station-master buy this horse?	<i>Hvar har gästgifvaren köpt hästen?</i>
<i>Hvor mange Heste har han?</i>	How many horses has he?	<i>Hur många hästar har han?</i>
<i>Hesten er doven, der behøves en Pidsk. Har Du en?</i>	The horse is lazy, he needs a whip. Have you got one?	<i>Hästen är lat, här behöfs en piska. Har du någon?</i>
<i>De kjører for hurtigt, or langsomt!</i>	You are driving too fast, too slow.	<i>Ni kör för fort, för långsamt.</i>
<i>Jeg vil gjerne komme tidligt til N., for at naa Dampskibet.</i>	I want to get to N. in time to catch the steamboat.	<i>Jag vill gärna komma tidigt (i god tid) till N. för att hinna med ångbåten.</i>
<i>Gode Ven! Kjære Får — en Hest!</i>	Good friend, dear father, a horse!	<i>Min kära vän, kära far, en häst!</i>
<i>De maa vente lidt.</i>	You must wait a little.	<i>Ni får vänta litet.</i>
<i>Er her i Nærheden et Postaabneri?</i>	Is there a post-office near here?	<i>Fins här i närheten en postanstalt?</i>
<i>Har De et Brev for mig?</i>	Have you a letter for me?	<i>Har Ni (fins här) nå got bref till mig?</i>
<i>Naar kommer Posten til N?</i>	When does the diligence for N. arrive?	<i>När kommer posten till N.?</i>
<i>Faaes her godt Natte- quarter, godt Natte- logis?</i>	Can I obtain good night - quarters here?	<i>Kan man här få ett godt nattlogi?</i>
<i>Alle Værelser er optagne.</i>	All the rooms are occupied.	<i>Alla rum äro upptagna.</i>
<i>Jeg har desværre glemt min Vadsæk; gaa tilbage for at hente den.</i>	I have forgotten my travelling bag. Go back and fetch it.	<i>Jag har dessvärre glömt min resväska (nattsäck); gå tillbaka om hämta den.</i>
<i>Jeg har tabt min Reisebøg. Jeg har fundet den igjen.</i>	I have lost my guide-book. I have found it again.	<i>Jag har förlorat min resehandbok. Jag har funnit rätt på den igen.</i>
<i>Stands lidt; vi vil vunde Hestene.</i>	Stop a little; we will let the horses drink.	<i>Håll (stanna) litet; vi vilja vattna hästarna.</i>
<i>Hvad er det der?</i>	What is that there?	<i>Hvad är det der?</i>
<i>Der har gaaet en Skrød</i>	An avalanche has de-	<i>Der har ett ras ägt</i>

NORWEGIAN.	ENGLISH.	SWEDISH.
<i>ned, en Snēskred,</i> <i>en Jōrdscred.</i>	scended there, an avalanche of snow, a landslip.	<i>rum, ett snōras, ett</i> <i>jordras.</i>
<i>Der er en Sæter, men</i> <i>der bor ingen Folk.</i>	That is a sæter; but nobody lives in it.	<i>Der är en sæter, men</i> <i>det bor ingen folk</i> <i>der.</i>
<i>Denne Elv maa vi va-</i> <i>de over.</i>	We must wade through this river.	<i>Den här elfven (ån)</i> <i>måste vi vada öfver.</i>
<i>Vi vil gaa over Snē-</i> <i>brøen.</i>	We will cross the snow-bridge.	<i>Vi vilja gå öfver snö-</i> <i>bron.</i>
<i>Nei, gaa ikke, der er</i> <i>store Huller.</i>	No, do not go, there are large holes in it.	<i>Nej, gå inte, där är</i> <i>stora hål.</i>
<i>Er der Sprækker paa</i> <i>Bræen?</i>	Are there crevasses in the glacier?	<i>Fins det remnor på</i> <i>glaciären?</i>
<i>Man maa sammenbin-</i> <i>des med et Toug.</i>	We must tie our- selvestogether with ropes.	<i>Man måste binda sig</i> <i>tillsammans med ett</i> <i>tåg.</i>
<i>Jeg har et daarligt</i> <i>Bēn; jeg har en</i> <i>Blemme, en Bule.</i>	I have a sore foot; I have a blister. a boil.	<i>Jag har ondt i foten;</i> <i>jag har en blåsa, en</i> <i>svulst.</i>





INDEX MAP OF  
SWEDEN AND NORWAY  
showing the  
ROUTES AND SPECIAL MAPS  
OF THE BASTION

Scale 1:100,000

The map is drawn to a scale of 1:100,000, and is based on the latest survey of the country. The map is drawn to a scale of 1:100,000, and is based on the latest survey of the country.

